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1917

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AMERICAN

Used by the Principal Railroads in the United States.

LEAVITT HUNT, General Agent.

W. W. KRINLANDER, President.  
W. W. KENNON, Secretary.

# RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

SATURDAY, NOVEMBER 27, 1869.

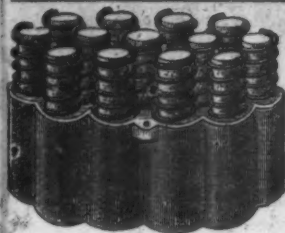
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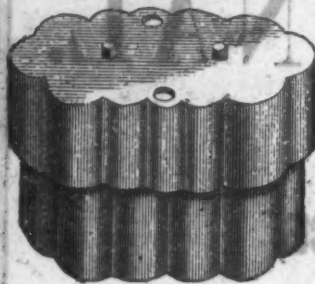
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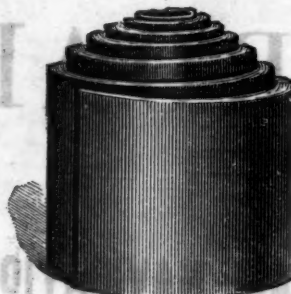


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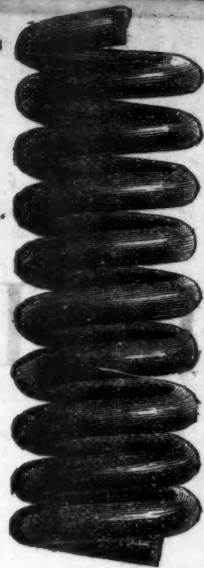
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# AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,  
ENGINEERING, BANKING, MINING, MANUFACTURES.

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## American Railroad Journal.

New York Saturday, November 27, 1869.

### Grand Trunk Railway of Canada.

The President of this company, Hon. Richard Potter, having in company with the Managing Director, Mr. C. J. Brydges, made a thorough inspection of the road and also visited our chief Western cities for the purpose of making himself acquainted with the general condition of our railways, has resolved to adopt the policy which Mr. Brydges has so long urged on the stockholders as necessary, in order to secure an equitable share of the through traffic in the face of the sagacious and liberal policy of competing lines. Fortunately the road is already in a condition approximating adequate preparation for the change. The track has been improved by the addition of 14,000 tons of new rails; 5,000 tons of steel rails are to be laid in the spring at points where the traffic is heaviest; and hereafter all portions of the track requiring to be relaid will be furnished with steel rails. Corresponding improvements are to be made in the rolling stock. Early in 1870 six hundred new freight cars are to be placed on the road, and three hundred cars are to be added at once to the Changeable Gauge Freight Equipment. By these cars, shippers at Chicago, St. Louis, and all points West can consign freight to Boston and all points in New Hampshire, Vermont and Massachusetts without breaking bulk, in the certainty that it will be delivered without delay in good condition. The locomotive equipment of the road, which now numbers about three hundred and twenty-five engines, will receive substantial additions. The present inferior passenger cars will be superseded in the spring by a full complement of palace drawing-room and sleeping-cars,

second to none in the country. Doubtless for all these improvements the shareholders of the Grand Trunk will find ample remuneration in the increased patronage and popularity of their road.—*Boston Journal.*

### Suez Canal.

One of the great achievements of the age, and second, probably, in cost and commercial importance, only to our trans-continental railway, is the Suez Canal, which connects the Red Sea with the Mediterranean, the ceremony of opening which is just now exciting enthusiasm with all the crowned heads of Europe. This canal is one hundred miles long, without locks or other artificial appliances, and is open to all the world on uniform terms. Its surface width is 328 feet, its bottom width 246, and its depth 26 feet. Few vessels now draw more than 22 feet. The canal had cost up to June last \$55,000,000. The rates that have been fixed upon by the managers of the canal for all vessels, equally, passing through its waters, amount to \$2,300 in gold for an ordinary Indianman. To a French Civil Engineer and to France belong the credit of its execution. It has already given a wonderful interest to trade questions, and an impetus to population on the Isthmus, almost unknown in the old world. Within the last twenty years it has increased from 150 souls to 50,000. Some important changes in the trade of the world are expected as the result of the completion of this canal, and as distance and time have much to do in determining routes, the following table showing the comparative distance of New York via Gibraltar and the Suez Canal, and New York via San Francisco—from commercial points in Australia and Asia—will be read with much interest:

	From N. Y. via Gibraltar and Suez Canal.	From N. Y. via San Francisco & U. Pacific R.
To Melbourne .....	13,200	10,300
To Shanghai .....	12,500	8,850
To Hong Kong .....	11,700	9,300
To Manila .....	11,600	9,600
To Singapore .....	10,300	10,600
To Batavia .....	10,500	11,000
To Penang .....	9,950	11,100
To Calcutta .....	9,700	12,150
To Ceylon, Pt. de Galle .....	8,750	12,200

The distance from the English Channel to Calcutta, via the Cape of Good Hope, by the route taken by the best sailing vessels, is about 13,000 miles; via the Mediterranean and Suez Canal, it is about 8,000 miles; gain in distance by the latter to or from Calcutta, 5,000 miles. By the Cape route to Bombay, the distance is 11,500 miles; by the Red Sea route, 6,200 miles; gain in distance to or from Bombay, 5,300 miles. Our trade with

the following countries for the fiscal year ending June, 1867, was as follows:

	Exports.	Imports.
Dutch East Indies .....	\$204,395	.....
British East Indies .....	381,141	\$8,932,485
Australia .....	5,102,355	262,401
Philippine Islands .....	45,636	3,473,371
Other Pacific Islands .....	85,137	.....
China .....	8,788,145	12,112,440
	\$14,606,869	\$24,780,697

The total exports to Southern Europe, Mediterranean, and East Indies in the same year were \$71,780,203, and the imports from the same, \$65,394,796, making a total of \$137,174,999, from which it appears that one-sixth of the entire commerce of the United States was transacted with these places. When the population of India, China, and Japan are contrasted with that of Europe, the immense commercial interests affected by the new route and other new competing routes are apparent. The imports and exports of China, which were in 1856 \$56,000,000, had increased \$220,000,000 in 1858. The first step towards the construction of the present canal was made nearly a quarter of a century ago. In 1846 a commission was issued to Robert Stephenson, a son of the famous inventor of the locomotive, on the part of Great Britain, and two other engineers, representing Austria and France respectively to examine the feasibility of the undertaking. They reported it practicable to construct a canal but they believed that the shifting sands of the desert would be likely to fill it up. The project was consequently laid aside until M. Ferdinand de Lesseps, who had been French Consul-General in Egypt, revived it in 1854, procured authority to make a survey, which he finished the same year. After four years of energetic canvassing he succeeded in organizing the Suez Canal Company, with a capital of \$400,000,000. For many of the earlier years of the enterprise English diplomacy threw all the obstacles its ingenuity could devise in the way of the execution of this work, fearing to allow France to construct a short cut to her East India possessions. It is now, however, an accomplished fact, and suspicion is already awakened that the canal has been so constructed as to favor French shipping, and so made that the heavier class of English tonnage cannot pass through. This, however, may have no better foundation than national jealousy, which successful accomplishment is so well calculated to invite.—*Phila. Ledger.*

### Erie Railway.

The holders of the preferred stock of the Erie Railway Company are notified that a dividend of seven per cent. has been declared on said stock;

such dividend will be represented by interest-bearing scrip certificates having five years to run, which will be ready for delivery at the treasurer's office, No. 269 Eighth-ave., on and after December 15th next, to the registered holders of stock at the closing of the books. The transfer-books of the preferred stock will close on Wednesday, the 1st of December, and reopen December 16th next.

#### Louisville and Nashville Railroad.

The following is a condensed statement of the earnings of the Main Stem and Branches for the year ending June 30, 1869:

	Memphis Branch.	Knoxville Branch.	Main Stem.
Passengers.....	\$94,481 57	\$95,376 94	\$673,221 88
Freight.....	99,543 57	120,503 76	1,110,483 81
Express.....	8,540 45	10,844 79	74,879 88
Mail.....	6,100 00	7,051 27	25,545 00
Miscellaneous.....	399 96	541 97	2,193 68
Total Main Stem.....			\$1,891,323 25
" Knoxville Branch.....			234,321 78
" Memphis Branch.....			208,065 55
" Bardstown Branch.....			25,677 31
" Richmond Branch.....			21,750 71

#### Total Main Stem and Branches, viz:

From passengers....	\$884,288 51
" freight.....	1,353,795 28
" express.....	96,070 10
" mail.....	42,660 51
" miscellaneous....	4,324 15
	2,881,138 55

#### Running expenses, viz:

Repairs of road.....	\$242,700 99
" bridges.....	8,837 29
" depots, etc....	18,330 77
" cars.....	84,806 64
" engines.....	98,109 99
Transportation.....	394,305 77
Motive power.....	98,040 90
Fuel account.....	121,810 30
Oil and waste.....	16,833 19
Water supply.....	14,074 10
General expense.....	39,756 81
Improvement.....	121,204 20
Salary account.....	22,632 10
Watchmen account....	8,004 37
Stationery.....	1,129 04
Insurance.....	1,320 00
Internal revenue tax...	57,000 33
Revenue stamps.....	565 00
	1,349,461 79

Net earnings (48.33 per cent.).....	\$1,031,676 76
Interest account.....	\$280,820 48
Discount on Consolidated Mortgage bonds..	25,011 01
	305,831 49

#### Balance.....

	\$725,845 27
--	--------------

The following is a comparative statement of the earnings, expenses, etc., during the past and preceding years:

	1867-'68.	1868-'69.
Gross earnings.....	\$2,228,609 44	\$2,381,188 55
Operating expenses .	1,309,514 83	1,349,461 79

Net earnings ...	\$919,094 61	\$1,031,676 76
Interest, etc.....	227,203 21	305,831 49

Balance .....	\$691,891 40	\$725,845 27
---------------	--------------	--------------

This shows an increase in gross earnings over the previous year of \$152,529 11; with an increase in expenses of \$39,946 96—making the increase in net earnings, \$112,582 15.

The construction account being closed, the expenditures made which were properly chargeable to this account, \$121,204 20, are included in the operating expenses. Had the \$121,204 20, which

now stands charged to the improvement account as a part of the operating expenses, been charged to construction account, the net earnings would have been \$1,152,880 96 or 48.42 per cent. of the gross earnings. Last year the net earnings of the road were 48.64 per cent. of the gross earnings after excluding from the operating expenses the amount of \$52,604 83, which was then charged to improvement and reconstruction accounts.

The bonded debt of the company, exclusive of Lebanon Branch Extension, June 30, 1869, was..... \$2,883,500  
Lebanon Branch Extension..... 1,200,000  
Consolidated mortgage bonds executed during this fiscal year..... 2,000,000

	\$6,083,500
Main Stem Mortgage Bonds redeemed during this fiscal year.....	\$91,000
City of Louisville Mortgage bonds account Lebanon Br. Extension canceled and destroyed.....	267,000
Mortgage bonds on Lebanon Branch Extension destroyed.....	512,000
	870,000

Total bonded debt..... \$5,213,500

The above amount includes—

City of Louisville Bonds without mortgage.....	\$849,000
Consolidated Mortgage bonds unsold.....	1,736,000
	2,585,000

Making the total mortgage debt out at this date..... \$2,628,500

Seven per cent. cash dividends for the fiscal year ending 30th June, 1869, have been declared upon the stock of the company.

There has been redeemed during the year of the mortgage bonds.....	\$91,000 00
Expended on Lebanon Branch Extension south of Lebanon.....	421,803 72
Expended on Richmond Branch.....	136,645 44
Interest paid during same period....	280,820 48
	\$980,269 64

Work was suspended upon the Knoxville and Kentucky Railway in Tennessee in March last, and we are not advised of any arrangements having been made to resume work upon this road. They exhibit an indebtedness of over \$2,500,000, and have thirty-one miles of imperfectly constructed road, with ninety feet grade.

Your Directors have been governed in the extension of the Knoxville Branch by the following resolution, passed at the stockholders' meeting October 1, 1866:

"Resolved by the stockholders, with the expectation that the city of Louisville will give aid to the extension of the Lebanon Branch from Crab Orchard to the Tennessee line, that the President and Directors be authorized to have said road extended from time to time to that point, and also to exercise their discretion as to other connections mentioned in A. Fink's report, so as not to involve improvident expenditure."

The Richmond Branch was opened for traffic and travel in November, 1868. The business has been small up to this time, but must yearly increase, as it passes through one of the richest agricultural districts in this State.

We continue to run under lease the Memphis and Ohio Railroad, leading from Memphis to Paris, Tenn. This road is in good order, and we look for a continued growing business over it.

The Memphis, Clarksville and Louisville Railroad remains in the hands of a receiver of the State of Tennessee, and this company is running it under and as the agent of the receiver of the State of Tennessee, by which arrangement, and by our lease of the Memphis and Ohio road, we operate the line from Louisville to Memphis as

one line. The total length of road now operated by this company is 594.3 miles, and 11 miles will be added December next by the extension of the Knoxville Branch from Mount Vernon to Big Rockcastle River, through a coal district, which it is expected will give us a good local coal traffic. We have much pleasure in stating that the affairs of the company are in a healthy and prosperous condition.

Our connections with New Orleans and other southern and southwestern points, over the Mississippi Central, New Orleans, Jackson and Great Northern, and Mobile and Ohio Railroads, have been much improved, thereby adding daily to our business. Mississippi Central trains connect with ours at Humboldt, Tennessee, and sleeping cars run through from here to New Orleans daily. Freight is also transported to and from New Orleans, Mobile, Charleston, S. C., Wilmington, and all intermediate points without break of bulk.

The Elizabethtown and Paducah Railroad is under contract for 130 miles, leaving 55 miles of light work to be put under contract. Tracklaying upon this road will commence October, 1869, and it is expected that 81 miles from Elizabethtown to Litchfield, Grayson County, will be open for business in June, 1870. It is believed that the road to Greenville, Muhlenberg County (93 miles), will be opened for business by January, 1871. This road will traverse a good agricultural, mineral, coal, and lumber district. Tobacco, coal, and lumber will find a ready market in this city; and the transportation of these articles from Elizabethtown to Louisville should add largely to the business of our road.

The Cincinnati Branch of the Louisville, Cincinnati and Lexington Railroad has been completed, and was opened for business July 1st of the present year. We may reasonably expect an increase to our business from this source.

It is much to be regretted that we are unable to announce the settlement of right of way through Louisville, so as to give us a satisfactory connection with this new and important road. When this shall have been accomplished, and the bridge over the Ohio River at Newport, Ky., now under contract, completed, we may look forward to a large increase of traffic from this source.

The work on the railroad bridge at Louisville over the Ohio River is progressing favorably, and the entire structure will probably be completed within this year, unless unexpectedly prevented by high water. This will afford us direct and uninterrupted connection with all points north, northeast, and northwest of Louisville. The completion of this noble structure will add very largely to our facilities for business, and greatly increase our income. The rolling stock and entire property of the company is in a better condition than at any former period. The increase of business, however, will necessarily require a large addition to our rolling stock during the ensuing year. Our depot accommodations and offices are inadequate to our wants, and will call for a considerable expenditure during the coming year to provide for the increasing business of the company. With new and improved connections in almost every direction, now completed and soon to be completed, by judicious, faithful, and able management on our part, the revenues of the company will continue to increase; aid will be given to the development of the country, and building of villages and cities, which will make the Louisville and Nashville Railroad all that its stockholders should desire. The road is just entering into business life. It was opened through to Nashville for traffic in November, 1859, and is therefore less than ten years old (dating from its first through train.)

A second track to Bowling Green will be required in a few years. This end of the road is already crowded with trains, and will be uncomfortably so when the Elizabethtown and Paducah road shall be open for business. We therefore would recommend the laying of a second track to Lebanon Junction as soon as the finances of the company will justify the outlay.

The total length of the Main Line, (Louisville,



Ky., to Nashville, Tenn.) is 185 miles; sidings, 19.81 miles—total, 204.81 miles. Length of Bardstown Branch (Junction to Bardstown) 17.80 miles; sidings, 0.82 mile—total, 18.12 miles. Knoxville Branch (Lebanon Junction to Lebanon) 37.80 miles; Extension, (Lebanon to Mount Vernon,) 62.16 miles; sidings, 9.70 miles—total, 109.16 miles. Richmond Branch, (Junction with Knoxville Branch to Richmond,) 33.46 miles; sidings, 2.51 miles—total, 35.97 miles. Memphis Branch, (Junction to Tennessee State Line,) 46 miles; sidings, 3.61 miles—total, 49.61 miles. Total length of road and branches, 381.22 miles. Total length of sidings, 36.45 miles. Total miles of iron, 417.67.

Including the Memphis, Clarksville and Louisville Railroad (operated for the receiver) 82.6 miles, and the Memphis and Ohio Railroad (leased) 130.3 miles, the total length of road operated by the company is 594.3 miles. A comparison with the report of the previous year shows that the length of the road has been increased 32.8 miles. The Richmond Branch has been completed, and the Knoxville Branch has been extended from Brodhead to Mount Vernon. Including the above roads, the following is the result of last year's operations:

Gross earnings of Louisville and Nashville Railroad and branches.....	\$2,381,188 55
Gross earnings of Memphis, Clarksville and Louisville Railroad.....	307,987 28
Gross earnings of Memphis & Ohio Railroad.....	610,275 55

Tot. earnings of 594.3 miles of road, \$3,299,451 38

And total expenditures—

Louisville and Nashville Railroad and branches.....	\$1,849,461 79
Memphis, Clarksville & Louisville Railroad.....	313,940 81
Memphis and Ohio Railroad, exclusive of interest paid to State of Tennessee.....	456,816 25
	<u>2,120,218 85</u>

Total net earnings ..... \$1,179,182 51  
or 35.74 per cent. of gross earnings.

The following statement contains in a condensed form the general results of the operations of the Main Line and Branches during the years ending June 30, 1868 and 1869:

	1867-'68.	1868-'69.
Gross earnings.....	\$2,228,609 44	\$2,381,188 55
Operating expenses.....	1,309,514 83	1,849,461 79
Net earnings.....	\$919,094 61	\$1,081,676 76
Proportion of expenses to earnings.....	58.76 per ct.	56.67 per ct.
No. of miles run by trains.....	772,867	887,965
Earnings per mile of train.....	\$2.88	\$2.68
Expenses ".....	1.69	1.51
Net earnings ".....	\$1.19	\$1.16
Av. length of road in use.....	326.3m.	367.92m.
Earnings per mile of road.....	\$6,626 84	\$6,471 89
Expenses ".....	5,898 88	3,667 81

Net earnings ".....	\$2,782 96	\$2,804 08
Mileage of freight cars.....	6,182,132	7,243,969
" passenger cars.....	2,130,712	2,207,044
Number of tons carried.....	243,918	817,208
Do. carried one mile.....	29,321,009	40,813,718
No. of passengers carried.....	365,646	391,827
Do. carried one mile.....	21,420,247	22,561,417

The results of the operations of the Main Stem and Branches are shown separately in the annexed statement:

Net earnings.....	\$877,748 64	58.81 41	\$87,683 26	\$72,544 46	\$988 09
Operating expenses.....	1,018,574 71	31,058 72	146,658 47	185,521 09	22,648 80
Gross earnings.....	\$1,891,323 25	\$25,677 31	\$284,321 73	\$208,066 55	\$21,760 71
Loss.....	.....	.....	.....	.....	.....
Proportion of exp. to earnings.....	53.59 per ct.	120.96 per ct.	62.59 per ct.	65.18 per ct.	104.18 per ct.
Number of miles run by trains.....	641,488	12,402	97,659	112,760	23,351
Earnings per mile of train.....	\$2.94	\$2.07	\$2.89	\$1.84	\$0.93
Expenses per mile of train.....	1.68	2.05	1.49	1.20	97
Net earnings per mile of train.....	\$1.36	Loss \$0.43	\$0.30	\$0.64	Loss \$0.04
Length of road in operation.....	186 miles.	17.8 miles.	94 miles.	46 miles.	26.02 miles.
Earnings per mile of road.....	\$10,238 86	\$1,484 24	\$2,492 77	\$4,538 16	\$48 97
Expenses per mile of road.....	6,478 78	1,736 30	1,660 19	2,946 11	884 02
Net earnings per mile of road.....	\$4,744 68	Loss \$811 06	\$832 58	\$1,577 05	Loss \$85 05
No. of passen. carried one mile.....	17,257,886	238,636	2,839,836	2,381,008	238,066
Tons of freight carried one mile.....	38,809,419	227,160	2,638,046	3,900,757	241,381

In 1867-'68 the gross earnings of the Main Stem were \$1,823,763 33, the expenses, \$1,008,592 24, and the net earnings, \$815,171 09; showing an increase in earnings of \$67,559 92, with an increase in expenses of \$4,982 47—making the increase in net earnings, \$62,577 45.

The earnings of the Bardstown Branch in 1867-'68, were \$23,051 52, the expenses, \$22,554 49, and the net earnings, \$497 03. This year the loss in operating is \$5,381 41—a difference of \$5,878 44.

Only 88.3 miles of the Knoxville Branch was in operation in 1867-'68, the earnings upon which were \$186,109 33, the expenses, \$132,279 97, and the net earnings, \$53,829 36. In 1868-'69 an average of 94 miles were operated. A comparison of the earnings of this branch during the past and preceding years shows an increase in earnings of \$48,212 40, with an increase in expenses of \$14,378 50—making the increase in net earnings, \$33,833 90.

The earnings of the Memphis Branch in 1867-'68, were \$195,685 26, the expenses, \$146,088 13, and the net earnings, \$49,597 13—showing an increase in earnings of \$12,380 29, with a decrease in expenses of \$10,567 04, making the increase in net earnings, \$22,947 33.

At the commencement of the fiscal year the Richmond Branch was operated as far as Lancaster, 7.8 miles from Richmond Junction. On the 22d of August following the road was opened to Hyattsville Station, 11.1 miles; on the 30th of September to Paint Lick, 18.4 miles; on the 2d of November to Silver Creek Station, 23.6 miles; and on the 18th of November to Richmond, 33.46

miles from Richmond Junction, and 188.26 miles from Louisville. The loss in operating this branch has been \$898 09.

Statements are given showing the profits accruing to the Main Line from the operations of the several branches thus: the freight business transacted at the stations of the Bardstown Branch amounted to \$43,352 65; the proportion due the branch was only \$12,704 60—leaving for the Main Line \$20,648 05. The total earnings from passenger business which originated on the same branch was \$25,900 67; \$11,242 14 of which was due to the branch, and \$14,658 53 to the Main Line—making the gross revenue from business brought to the Main Line from the Bardstown Branch, \$45,806 58, and the net revenue derived therefrom, \$21,813 81. Deducting net loss in operating, as above, \$5,381 41, will leave a balance of \$15,831 90.

The total earnings from freight received at and forwarded from all stations on the Knoxville Branch, were \$171,707 72, of which only \$120,506 76 were due the branch—leaving for the Main Stem and other branches, \$51,200 96. The earnings derived from the passenger business were \$127,999 80; the proportion due the branch was \$95,876 94—making the gross earnings of the Main Stem and other branches, \$32,622 36. The total gross earnings were therefore \$83,823 32, and the net revenue, \$38,994 41. To which add net revenue of the branch, \$87,683 26—making a total net revenue derived from the branch directly and indirectly, \$126,657 67. In which amount is included the sum of \$15,459 54 net revenue contributed in the same manner by the Richmond Branch.

The estimated value of the Memphis Branch as a feeder to the Main Stem and other branches is as follows: earnings from freight received at and forwarded from stations on the branch, \$394,508 70; proportion due the branch, \$99,543 57. Earnings from passenger business which originated on the branch, \$226,256 49; proportion due the branch, \$94,481 57. The amount due the Main Line and other branches from both passenger and freight business being \$426,740 05, and the net revenue therefrom \$200,096 46. The net revenue of the branch was \$72,544 46. Total net earnings, \$272,640 92.

The freight business of the Richmond Branch amounted to \$52,235 03, and the passenger business to \$19,267 05—together, \$71,502 08; \$20,523 02 of which is due the Branch, leaving for the Main Stem and other branches, \$50,979 06, which distributed according to distance on the Main Stem and Knoxville Branch, will give to the former, \$14,447 32, and to the latter, \$36,531 74—the net earnings of the Main Stem being \$6,858 25, and of the Branch, as above, \$15,459 54. The total net earnings derived from the Richmond Branch, after deducting loss in operating, is \$21,419 70.

The company have 66 locomotives, 45 passenger, 15 baggage, 3 postal, 8 express, 402 box, 110 rack, 44 gondola, 148 flat, 83 stone, 12 boarding and 1 wrecking cars. Miles run by locomotives with passenger trains, 481,741; with freight trains, 505,181; distributing trains, \$71,581—total, 1,058,503.

Number of local passengers carried north, 166,767; do., south, 163,882—total, 330,649. Number of through passengers carried north, 30,573;

do., south, 30,605—total, 61,173. Total local and through, 891,827. Total mileage of through passengers, 10,711,177; do., local, 11,850,240—total, local and through, 22,561,417. Miles traveled by each passenger, 67.53; do., by each local passenger, 35.83. Revenue from through passengers per mile, 3.55 cents; do., local, do., 3.97 cents. Number of tons of freight carried, 317,208; do., carried one mile south, 23,380,357; do., north, 17,432,856—total tons carried one mile, 40,813,713.

Statement showing cost, resources, and liabilities of Main Stem and Branches, exclusive of Lebanon Branch Extension:

Total cost of road to June 30, 1869, \$10,196,965 28  
Richmond Branch ..... 786,645 44

Total cost of road ..... \$10,983,610 72

Due from transportation department & U. S. Gov't. \$118,061 34

Lebanon Branch extension south of Lebanon ..... 2,411,474 00

Bills receivable, consolidated mortgage bonds on hand ..... 1,736,000 00

Sundry railroad and State bonds ..... 120,767 99

Louisville Bridge Company stock ..... 300,000 00

Bank & railroad stock ..... 61,309 50

Real estate, timber and quarry land ..... 33,570 85

Due by sundry persons on note and account ..... 29,680 90

M., C. & L. R. R. Co. old account, prior to Feb. 17, 1868 ..... 26,600 48

Cliffe, receiver M., C. & L. R. R., since Feb. 17, 1868 ..... 88,836 52

Memphis Division ..... 102,780 66

M. & O. R. R. Co. .... 421,912 12

Shop and fuel stock ..... 393,758 57

Cash ..... 104,173 92

..... 5,948,921 84

..... \$16,932,532 56

Capital stock ..... \$8,681,501 46

Suspended stock ..... 99,000 00

..... \$8,780,501 46

Bills payable ..... \$353,865 42

Loans in New York ..... 412,203 88

Due sundry persons on account ..... 3,945 22

Cliffe, receiver, stock account ..... 20,285 30

Due bills and pay rolls for June ..... 218,127 78

Due back interest ..... 13,148 23

Back dividends up to and including January, 1869, uncalled for ..... 122,219 18

July, 1869, dividend, due August 1st ..... 347,268 00

..... 1,491,063 01

Consolidated mortgage bonds executed ..... 2,000,000 00

First mortgage bonds Main Stem ..... 1,424,000 00

First mortgage bonds Memphis Branch ..... 267,000 00

First mortgage bonds Bardstown Branch ..... 27,600 00

City of Louisville b'ds to Lebanon Branch ..... 225,000 00

City of Louisville b'ds to Main Stem (loan) ..... 849,000 00

..... 4,792,500 00

Profit and loss account ..... 1,868,468 09

..... \$16,932,532 56

Statement showing cost and liabilities of Lebanon Branch Extension:

Construction—total cost to date ..... \$2,876,183 54

Coal and timber lands ..... 3,615 05

..... \$2,879,798 59

Due sundry contractors (retained percentage) ..... \$47,183 99

Due sundry persons ..... 140 60

Due Main Stem ..... 2,411,474 00

City of Louisville bonds borrowed ..... \$333,000

Mortgage bonds ..... 88,000

..... 421,000 00

..... \$2,879,798 59

#### CONSOLIDATED STATEMENT.

Total cost of road:

Main Stem, B. B., L. B., R. B., and M. B. .... \$10,983,610 72

Lebanon Branch Extension (south of Lebanon) ..... 2,876,183 54

..... \$13,859,794 26

Resources:

Main Stem ..... \$3,517,162 54

Lebanon Branch Ext. .... 3,615 05

..... 3,520,777 59

..... \$17,380,571 85

Liabilities:

Stock and stock liabilities and suspended stock, Main Stem ..... \$8,780,501 46

Bills payable and loans, Main Stem ..... 766,069 30

Bills and pay rolls for June and sundries, M. S. .... 235,221 23

Back and July, 1869, dividends, Main Stem ..... 469,487 18

Sundry contractors and persons, L. B. Extension ..... 47,324 59

Bonded debt:

Main Stem ..... \$4,792,500

Lebanon Branch Ext. .... 421,000

..... 5,213,500 00

Profit and loss account, Main Stem ..... 1,868,468 09

..... \$17,380,571 85

President.—H. D. NEWCOMB.

Directors.—H. D. Newcomb, W. H. Smith, R. A. Robinson, Geo. W. Norton, John G. Baxter, James Whitworth, W. B. Caldwell.

Secretary.—WILLIS RANNEY.

Gen'l Superintendent.—ALBERT FINK.

#### North Carolina Bonds.

The following extract from a letter to Messrs. Wm. Fisher & Sons, of Baltimore, relative to North Carolina bonds, may be of interest to parties holding these securities:

The Legislature of North Carolina is now in session, and it is proposed, we learn, to pass laws requiring insurance companies doing business in the State to deposit State bonds as security, also requiring railroad companies to take up their own securities and deposit State bonds instead. This will, we think, put the bonds up. We give the information as we receive it, but we believe it to be trustworthy.

The Delaware Breakwater, which was commenced about fifty years ago, has recently been completed. Most of the stone for this great national work was shipped from the Leiper quarries, in Chester county. From the year 1833, when the breakwater was raised above the surface of the water, to the close of 1867, the following vessels were sheltered behind the works; 2,660 steamers, 4,530 ships, 2,981 barks, 24,217 brigs, 130,242 schooners, 11,725 sloops, and 11,149 pilot boats—making a total of 187,510 vessels.

#### Movements of Produce.

Receipts of certain articles of domestic produce at the port of New York during the first ten months of the year:

	1868.	1869.
Ashes, bbls. ....	5,886	7,809

Breadstuffs—

Wheat flour, bbls. ....	2,240,361	2,645,951
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Cornmeal, bbls. ....	238,794	178,422
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Wheat, bush. ....	9,178,082	17,868,847
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Rye, bush. ....	467,077	270,447
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Oats, bush. ....	7,787,312	5,698,118
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Barley, bush. ....	2,022,317	727,772
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Peas, bush. ....	293,952	46,465
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Corn, bush. ....	17,784,781	9,269,897
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Cotton, bales. ....	494,329	506,716
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Naval Stores—

Crude turp., bbls. ....	9,768	12,807
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Spirits turp., bbls. ....	60,082	55,961
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Rosin, bbls. ....	395,090	477,414
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Tar, bbls. ....	33,275	67,247
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Pitch, bbls. ....	5,771	6,209
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Provisions—

Pork, pkgs. ....	78,056	72,842
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Beef, bbls. ....	39,948	52,947
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Cutmeats, pkgs. ....	66,171	70,634
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Butter, pkgs. ....	390,318	526,936
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Cheese, pkgs. ....	930,701	1,125,150
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Lard, tes. and bbls. ....	79,932	62,112
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Do., kegs. ....	12,446	12,815
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Whiskey, bbls. ....	32,852	142,648
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Petroleum, pkgs. ....	563,633	764,937
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Exports from New York to foreign ports of certain leading articles of domestic produce for ten months of the year:

	1868.	1869.
Ashes, Pots, bbls. ....	3,286	3,505

Do., Pearls, bbls. ....	173	79
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Beeswax, lbs. ....	420,133	156,624
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Breadstuffs—

Wheat flour, bbls. ....	816,429	1,258,243
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Rye flour, bbls. ....	6,422	4,150
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Cornmeal, bbls. ....	163,667	116,340
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Wheat, bush. ....	4,628,703	15,736,279
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Rye, bush. ....	153,093	130,948
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Oats, bush. ....	60,848	46,414
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Barley, bush. ....	.....	.....
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Peas, bush. ....	148,334	83,034
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Corn, bush. ....	5,633,831	1,588,792
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Candles, bxs. ....	63,963	42,754
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Coal, tons. ....	53,078	39,850
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Cotton, bales. ....	232,469	235,423
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Hay, bales. ....	36,077	27,174
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Hops, bales. ....	7,463	67,798
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Naval Stores—

Crude turp., bbls. ....	517	496
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Spirits turp., bbls. ....	17,200	16,991
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Rosin, bbls. ....	309,636	392,120
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Tar, bbls. ....	9,448	30,324
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Pitch, bbls. ....	3,079	4,306
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Oils—whale, galls. ....	197,710	15,718
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Do., sperm, galls. ....	312,705	575,085
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Do., lard, galls. ....	128,388	28,434
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Do., linseed, galls. ....	85,240	11,968
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Provisions—

Pork, bbls. ....	70,123	61,136
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Beef, bbls. ....	21,060	28,123
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Do., tes. ....	41,896	46,494
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Cutmeats, lbs. ....	30,217,438	43,239,628
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Butter, lbs. ....	837,780	940,586
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Cheese, lbs. ....	38,310,876	52,263,935
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Lard, lbs. ....	37,801,020	26,366,302
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Rice, tes. ....	226	249
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Do., bbls. ....	18,422	8,421
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Tallow, lbs. ....	11,015,669	18,339,818
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Tobacco, crude, pkgs. ....	77,086	103,963
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Do., manf., lbs. ....	6,226,131	5,099,051
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Whalebone, lbs. ....	538,869	203,731
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Petroleum, galls. ....	46,527,318	56,294,109
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The payment of the £300,000 by Canada to the Hudson Bay Company will be made on or before the 1st of December next, as on that day the Northwest territory will be included by proclamation as part of the Dominion.



## Journal of Railroad Law.

## RAILROAD COMPANIES—PRESUMPTION OF OWNERSHIP—ESCAPE OF FIRE FROM LOCOMOTIVES—CONDITION OF TRACK.

The case of *Mills vs. The Illinois Central R. R. Co.* (42 Ill. 407) was one for trespass. The first count of the declaration averred that the company owned a railroad, and right of way one hundred feet wide adjoining a meadow in which plaintiff had a large quantity of hay. That the company suffered their right of way to be covered with dry grass and weeds; and in operating their road with an engine and train of cars, through their negligence, carelessness, and want of proper caution, fire was suffered to escape from the engine to the grass, weeds and other combustible material, and thence to plaintiff's hay, which was thus destroyed.

The second count was substantially the same, except it averred that it was the duty of the company to keep their right of way clear and free from dry grass, weeds, and other combustible material, but that they had failed to perform that duty.

The third count avers that it was the duty of the company to so operate their engines as to prevent the escape of fire to the injury of other persons; and, if it should escape, that it was the duty of the company to extinguish the same. But that they permitted fire to escape, and failed to extinguish it, whereby plaintiff's hay was burned.

Defendant filed a plea of not guilty. And a trial was subsequently had by a jury, who found a verdict for the plaintiff for \$150 damages. Defendant entered a motion for a new trial, which was overruled by the court, and judgment was rendered on the verdict. To reverse which, defendant prosecutes this writ of error.

The following able opinion was rendered by

WALKER, C. J.—The first error assigned is not well taken. It asks for a reversal for want of proof that the plaintiffs in error were the owners of the road. It was proved that they had used and operated the road for a number of years and the possession of the property is *prima facie* evidence of ownership. It is true, that mere possession is not a high grade of evidence, but until rebutted it is proof of ownership. In this case, when the company were found to be using the road, and had been for years, and had been and still were exercising the rights and franchises of a corporation it may be doubted whether they could be heard to deny that they were the owners.

They, however, made no effort to disprove their ownership.

The second assignment of error questions the correctness of the second instruction given for defendant in error. That instruction asserts that the escape of fire from a railroad engine raises a presumption of negligence on the part of the road, and, that the fire, having been shown to have thus escaped, the onus then devolved upon defendants to rebut the presumption of negligence, by proving that they had the engine, from which the fire escaped, equipped with the most improved mechanical contrivances employed to prevent the escape of fire. Observation and experience teach, that engines, unprovided with such contrivances, are liable, in a high degree, to communicate fire to adjoining property.

And when the legislature chartered these com-

panies, they knew that they were licensing them to employ a highly dangerous element in the exercise of their franchises and chartered privileges. Yet, dangerous as it is and was known to be, it is indispensable to the exercise of their privileges and the enjoyment of their franchises. And the legislature having omitted to make any provision on the subject, it must be presumed that they designed these bodies should employ all reasonable precautions to prevent injury to the public or to individuals, in the use of fire to propel their trains.

And experience proves, that by the use of modern inventions for the purpose, the escape of fire may ordinarily be prevented. And when it does escape we may safely infer that such machinery has been omitted, and require the company to show that it was employed and in proper condition.

In this there is no hardship, as the engine is under the control of the employees of the road, and they know, or at least are bound to know that the engine is properly equipped to prevent fire from escaping. They know whether any mechanical contrivances were employed, and, if so, their character. On the other hand, persons not connected with this road, have no such means of information. Trains passing at a high rate of speed are not accessible to examination by persons not connected with the train, and who are thereby denied all means of ascertaining whether the necessary equipments are employed by the company. Hence, the necessity of requiring the company to show their use at the time, to rebut the presumption of negligence.

It is insisted that the third instruction given for the defendant in error was not the law. It asserts that it is negligence for a railroad company to permit weeds and grass to remain on their right of way, after they have become dry and combustible; and the escape of fire from their engines, and communicating with such weeds and grass, is negligence, for the result of which the company are liable. It is not an indisputable conclusion of law, that a railway company is guilty of negligence, to be inferred from the fact that fire ignites in dry weeds or grass on the land of the railway. It is a question of fact to be determined by the jury in view of the extent to which dead grass and weeds have been allowed to accumulate in the locality, the season of the year and all other circumstances affecting liability to fire. The court, instead of directing as a matter of law, that the presence of dry grass or weeds was conclusive evidence of negligence, should have told the jury that the company was bound to use the same diligence in removing dry weeds and grass, and all other combustible materials, from exposure to ignition by the locomotive, that a cautious and prudent man would use in reference to combustible materials upon his own premises, if exposed to the same hazard from fire as dry grass upon the side of a railway. This instruction went beyond this, and for that reason it was erroneous.

The jury returned into court after they had retired to consider of their verdict, and asked further instructions. The court thereupon gave this: "that if you believe from the proof in the case that the fire from the locomotive of the defendant set the fire out, by which the plaintiff's hay was burnt, that is sufficient proof on this point to make the defendants liable." There is no error in giv-

ing proper instructions after the jury have retired, when they shall request it. It may be discretionary, but it cannot be erroneous, for the court to give the jury proper instructions as to the law applicable to the case, when asked to do so by the jury.

This instruction, however, was manifestly wrong, and should not therefore have been given. If the rule it announces was correct, a railroad company should be insurers against fire escaping from their engines, no matter how high a degree of diligence they may have employed, or in what manner the fire may have escaped. Under such a rule no degree of diligence, even the utmost of which human capacity is capable, would relieve them, if it were shown that the fire escaped from an engine of the company. Such a rule cannot be found to have ever been announced by the courts of this country or Great Britain; and the instruction is manifestly erroneous.

No objection is perceived to the third instruction given for defendants below. As modified, we are of the opinion that it fairly presents the law applicable to the case. In discussing plaintiff's third instruction, and that given at the request of the jury, we have disposed of the sixth assignment of errors.

The judgment of the court below must be reversed and the cause remanded.

Judgment reversed.

## A Railroad Arrangement.

Thos. D. Messler, Esq., of this city, representing the Pennsylvania Central, and Pittsburgh, Fort Wayne and Chicago Railway Companies, met the directors of the Pittsburgh, Mount Vernon and Columbus Railroad, at the Doncaster House, in Orville, Ohio, on the 19th inst., and delivered to them a deed of the Cleveland, Zanesville and Cincinnati Railroad, from Hudson to Millersburg, Ohio, as one million five hundred thousand dollars worth of stock in the new company, in consideration of one hundred and sixty-five thousand dollars in stock subscribed by Knox, Holmes and Wayne counties, for the completion of the road from Millersburg to Mount Vernon and Columbus. —*Pittsburg Chronicle*.

## Pittsburg and Connellsville Railroad.

According to the monthly estimate of the work to be done on the Pittsburg and Connellsville Railroad, east of Connellsville, it appears, the work of construction is being pushed forward with all possible speed. The difficulty arising from the scarcity of labor has in a great measure been overcome by the importation of negroes from Kentucky and laborers from Canada by two of the heaviest contractors on the line.

The President states that within a year from this date the road will be completed and stocked, and trains running through to Baltimore.

We are informed that plans have been completed for a most advantageous western connection. —*Pittsburg Chronicle*.

☞ The Chesapeake and Ohio Canal will be closed on the 5th of December. In 1842, when this canal was first opened, only 1,700 tons of coal were mined at Cumberland: at the close of business last year over 1,300,000 tons were shipped, and the trade this year, at the same period will have reached from 1,600,000 to 1,800,000.

☞ The contract between the National Junction Railway Company and the lessees of the Alexandria canal, for the building of a railroad bridge upon the piers of the canal aqueduct at Georgetown, has been confirmed by the board of directors of the Alexandria canal, at a recent meeting in Alexandria, Va.



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$1,774,824	J. & J.	Jul. '98	Hartford and New Haven...100	3,300,000	J. A. J. & O.	Oct. '98	Portl., Saco & Portsmouth...100	\$1,600,000	J. & D.	Jun. '98
American Central...100	300,000	J. & J.	Jul. '98	Hannibal and St. Joseph...100	1,900,000	do.	prof. 100	Providence & Worcester...100	1,800,000	J. & J.	Jul. '98
Atlanta and West Point...100	1,552,200	J. & J.	July '98	Do.	1,900,000	do.	prof. 100	Baldwin and Gaston...100	2,600,000	A. & O.	Oct. '98
Atlantic & N. Carolina...100	5,545,225	do.	prof. 100	Hanover Branch, Pa...50	118,850	M. & N.	Nov. '98	Bensel and Saratoga...100	2,600,000	A. & O.	Oct. '98
Atlantic & Gt. Western...50	25,879,928	do.	prof. 100	Housatonic...100	320,000	do.	prof. 100	Richmond and Danville...100	2,000,000	do.	prof. 100
Do. pref. 100	1,919,000	do.	prof. 100	Hudson River...100	1,180,000	J. & J.	Jul. '98	Richmond and Petersburg...100	841,100	do.	prof. 100
Atlantic & St. Lawrence...100	2,546,000	J. & J.	Jul. '98	Huntingdon & B'd Top...50	494,350	A. & O.	Oct. '98	Rich, Fred. and Potomac...100	1,041,800	do.	prof. 100
Augusta and Savannah...100	735,700	J. & J.	Jul. '98	Do. pref. 100	190,750	J. & J.	Jan. '99	Rockport...100	88,400	do.	prof. 100
Baltimore and Ohio...100	18,185,900	A. & O.	Oct. '98	Lincoln Central...100	23,415,750	J. & J.	Jan. '99	Rome, Water. and O'nb...100	2,400,000	J. & J.	Nov. '98
Do. Washington Br...100	2,840,000	A. & O.	Oct. '98	Indianapolis, Cin. & Lafayette...100	6,185,897	M. & S.	Aug. '98	Rutland preferred...100	2,200,000	J. & A.	Feb. '99
Baltimore City Passenger...100	970,000	F. & A.	Aug. '98	Jefferson, Mad. & Ind...100	2,000,000	J. & J.	Jan. '99	St. L., A. & T. Haute...100	2,040,000	Annual	June '99
Bay de Noques & Marq...100	1,200,000	A. & O.	Apr. '98	Joliet and Chicago...100	1,500,000	J. A. J. & O.	Oct. '98	St. L., Jack. and Ohio...100	1,469,439	do.	prof. 100
Bellefontaine Line...100	4,420,000	F. & A.	Feb. '99	Joliet & North Indiana...100	900,000	J. & J.	Jul. '98	Sandusky and Cincinnati...100	2,089,000	do.	prof. 100
Bellvidere Delaware...100	998,250	do.	prof. 100	Lake Shore & Mich. So...100	35,000,000	F. & A.	Aug. '98	Sand. Manaf. and Newark...100	445,500	M. & N.	Nov. '98
Berkshire...100	693,000	J. A. J. & O.	Oct. '98	Lake Shore & Mich. So...100	633,500	F. & A.	Aug. '98	Savannah and Charleston...100	1,000,000	do.	prof. 100
Blossburg & Corning...50	250,000	J. & D.	Jun. '98	Lackawanna & Bloomburg...50	1,225,000	do.	prof. 100	Schuykill and Susquehanna...100	1,299,150	J. & J.	Jul. '98
Boston and Albany...100	110,000	A. & O.	Oct. '98	Leeds and Farmington...50	1,225,000	J. & J.	Jul. '98	Second and Third St. (Ph.)...50	800,757	J. & J.	Jul. '98
Boston and Chelsea...100	449,000	do.	prof. 100	Lehigh and Mahanoy...50	2,158,654	J. & J.	Jan. '99	Schuykill Valley...50	876,050	J. & J.	Jul. '98
Boston, Concord & Mont...100	1,340,400	M. & N.	Nov. '98	Lehigh and Susquehanna...50	8,739,900	M. & N.	May '98	Seaboard and Roanoke...100	948,300	A. & O.	Oct. '98
Do. do. pref. 100	1,591,500	J. & D.	Jun. '98	Lehigh Valley...100	10,731,400	J. A. J. & O.	Oct. '98	Second Avenue (N. Y.)...100	870,000	F. & A.	Feb. '98
Boston and Lowell...100	1,591,500	J. & D.	Jun. '98	Lehigh Lumber...100	844,850	J. & D.	Jun. '98	Shamokin V. and Potomac...100	809,450	J. & J.	Jan. '98
Boston and Maine...100	4,078,974	J. & J.	Jul. '98	Little Miami...100	8,572,400	J. & D.	Jun. '98	Shore Line...100	958,300	J. & J.	Nov. '98
Boston and Providence...100	3,340,000	J. & J.	Jul. '98	L. M. & C. and X. Joint...100	1,804,387	J. & D.	Jun. '98	Sixth Avenue (N. Y.)...100	750,000	M. & N.	May '98
Broadway (South Boston) 50	400,000	J. A. J. & O.	Oct. '98	Little Schuylkill...100	2,446,100	J. & J.	Jul. '98	Somerville...100	75,000	do.	prof. 100
Broadway & 7th Av. (N. Y.) 10	1,000,000	J. & J.	Jan. '99	Lomb. and South St. (Ph.) 25	90,000	F. M. A. N.	Aug. '98	South Carolina...100	5,819,275	do.	prof. 100
Brooklyn City...100	999,000	F. M. A. N.	Aug. '98	Long Island...50	8,000,000	do.	prof. 100	South Shore...100	259,885	J. & J.	Jul. '98
Brooklyn City & New York 100	1,100,000	do.	prof. 100	Long Branch & Sea Shore...50	95,194	J. & J.	Jul. '98	South Western, Georgia...100	9,929,900	F. & A.	Aug. '98
Buffalo, Bradford & Pitts...100	1,000,000	M. & N.	May '98	Louis, Cin. and Lex...50	1,621,738	J. & J.	Jul. '98	Staten Island...100	900,000	J. & J.	Jul. '98
Buff, New York & Erie...100	960,000	M. & N.	May '98	Louis, N. Alb. & Chicago...100	2,800,000	F. & A.	Aug. '98	Stony Brook...100	267,800	M. & N.	Nov. '98
Buffalo and Erie...100	5,000,000	A. & O.	Oct. '98	Lowell and Lawrence...100	200,000	A. & O.	Oct. '98	Stonewall and Indiana...100	1,983,141	do.	prof. 100
Cambridge Horse (Boston) 100	737,800	F. & A.	Aug. '98	Macon and Western...100	2,000,000	do.	prof. 100	Stockbridge & Pittsfield...100	448,700	F. & A.	Aug. '98
Camden and Amboy...100	900,000	do.	prof. 100	Mahanoy & B'd Mount...100	1,476,915	do.	prof. 100	Summit Branch...50	250,000	J. & J.	Jul. '98
Camden and Atlantic pref. 100	331,000	J. & J.	Jul. '98	Maine Central...100	1,011,500	M. & N.	Nov. '98	Syr., Bingham. and N. Y. 100	1,314,130	do.	prof. 100
Camden & Burlington Co. 100	331,000	J. & J.	Jul. '98	Manchester & Lawrence...100	1,000,000	do.	prof. 100	Taunton Branch...100	260,000	J. & J.	Jul. '98
Cape Cod...50	721,928	J. & J.	Jul. '98	Marietta & Cincinnati...100	8,029,778	M. & S.	Sep. '98	Tennessee and Alabama...100	605,922	J. & J.	Jul. '98
Cape May and Millville...50	447,000	J. & D.	Jun. '98	" " 1st pref. 50	3,130,719	M. & S.	Sep. '98	Terre Haute and Indiana...100	1,988,150	J. & J.	Jul. '98
Catawba...50	1,150,000	M. & N.	Nov. '98	" " 2d pref. 50	4,460,368	M. & S.	Sep. '98	Third Avenue (N. Y.)...100	1,750,000	J. & J.	Jul. '98
Catawba pref. 100	2,300,000	M. & N.	Nov. '98	Memphis and Charleston...100	5,312,728	M. & S.	Mar. '98	Thirteenth and Fif. (Ph.) 50	2,700,000	do.	prof. 100
Cayuga & Susquehanna...50	589,110	J. & J.	Jul. '98	Memphis and Ohio...100	670,000	J. & J.	Jul. '98	Tol., Peoria and Warsaw...100	1,700,000	do.	prof. 100
Cedar Rapids & Mo. pref. 100	1,500,000	J. & J.	Jul. '98	Metropolitan (Boston)...100	1,250,000	J. & J.	Jul. '98	" " (W. D.) pref. 100	1,200,000	do.	prof. 100
Central of Georgia...100	4,866,800	J. & J.	Jul. '98	Michigan Central...100	11,197,348	J. & J.	Jul. '98	Tol., Wabash and West...100	7,000,000	M. & N.	May '98
Central of New Jersey...100	16,000,000	J. & D.	Dec. '98	Middlesex (Boston)...100	1,250,000	A. & O.	Oct. '98	Troy and Boston...100	607,111	J. & D.	Jun. '98
Central Ohio...100	2,000,000	J. & D.	Jun. '98	Mill Creek and Minehill...50	323,378	J. & J.	Jul. '98	Troy and Greenbush...100	274,400	do.	prof. 100
Do. pref. 100	400,000	J. & D.	Jun. '98	Millville and Glasboro...100	405,020	F. & A.	Aug. '98	Union Transport'n (Boa.) 100	200,000	J. & J.	Jul. '98
Con. Park, N. & E. River...100	970,000	J. A. J. & O.	Oct. '98	Milw. & Prairie du Chien...100	1,151,000	J. & J.	Jun. '98	Union (Phila.)...50	291,474	J. & J.	Jul. '98
Chenango...100	890,000	J. & J.	Jul. '98	Milw. & St. Paul...100	7,151,000	J. & J.	Jun. '98	Utica and Black River...100	824,400	J. & J.	Jul. '98
Chesapeake preferred...100	2,017,825	J. & J.	Jul. '98	" " pref. 100	8,188,272	J. & J.	Do. '98	Vermont and Canada...100	2,500,000	J. & D.	Dec. '98
Chesapeake and Annapolis...100	1,511,800	M. & S.	Sep. '98	M. Hill & Schuylk. Haven 50	2,775,600	J. & J.	Jul. '98	Vermont Central...100	5,000,000	do.	prof. 100
Chicago and Alton...100	2,425,400	M. & S.	Sep. '98	Mobile and Ohio...100	3,763,400	J. & D.	Dec. '98	Vermont and Massachusetts 100	2,400,000	J. & J.	Jul. '98
Chicago and Milwaukee...100	2,327,000	J. & J.	Jul. '98	Montgomery & W. Point...100	1,444,104	J. & D.	Dec. '98	Vicksburg and Meridian...100	357,408	do.	prof. 100
Chicago & N. Western...100	14,590,182	J. & D.	Jun. '98	Morris and Essex...100	3,616,350	J. & J.	Jul. '98	Virginia Central...100	3,353,979	do.	prof. 100
Chicago, R. I. & Pacific...100	14,000,000	A. & O.	Oct. '98	Mt. Carbon & Pt. Carbon...50	282,350	J. & J.	Jul. '98	Virginia and Tennessee...100	2,500,300	do.	prof. 100
Cin. Ham. & Dayton...100	3,500,000	A. & O.	Oct. '98	Nashua and Lowell...100	720,000	M. & N.	Nov. '98	Western Union...100	2,707,993	F. & A.	Aug. '98
Cincinnati City Passenger 50	1,047,250	J. & J.	Jul. '98	Nashua & Chattanooga...100	2,065,544	F. & A.	Feb. '98	West Jersey...50	804,150	J. & J.	Jul. '98
Citizens' Passenger (Phila.) 50	192,750	J. & J.	Jul. '98	Naugatuck...100	1,426,000	F. & A.	Feb. '98	West Philadelphia...50	249,100	J. & J.	Jul. '98
Clev., Col. Cin. & Ind...100	10,450,000	F. & A.	Jul. '98	New Bedford & Taunton...100	500,000	J. & J.	Jul. '98	Wilm. and Weldon...100	1,483,778	J. & J.	Jul. '98
Cleveland & Mahoning...50	2,058,400	M. & N.	Nov. '98	New Haven & N. London...100	738,588	J. & J.	Jan. '98	Winchester and Potomac...100	1,547,650	J. & J.	Jul. '98
Cleveland and Pittsburgh...50	6,958,775	J. A. J. & O.	Oct. '98	N. Haven & Northampton...100	1,344,000	J. & J.	Jan. '98	Warren...100	1,547,650	J. & J.	Jul. '98
Cleveland and Toledo...50	5,000,000	F. & A.	Aug. '98	New Jersey...100	6,250,000	F. & A.	Aug. '98	Worcester and Nashua...75	1,522,500	J. & J.	Jul. '98
Col., Chi. & Indiana Cen...100	11,420,000	J. & J.	Jul. '98	New London Northern...100	895,000	M. & S.	Sep. '98				
Columbus and Xenia...50	1,786,300	J. & J.	Jul. '98	N. Y. Central & Hudson R...100	45,000,000	do.	prof. 100				
Concord & Portl., guar. 100	350,000	J. & D.	Jun. '98	" " Certificate 100	21,491,450	do.	prof. 100				
Coney Island & Brooklyn 100	600,000	J. & D.	Jun. '98	" " old int. cer. 100	22,829,000	do.	prof. 100				
Conn. & Passumpsic Rivers 100	189,000	J. & J.	Jul. '98	New York and Harlem...100	5,500,000	J. & J.	Jul. '98				
Do. pref. 100	1,822,100	J. & J.	Jul. '98	" " pref. 100	1,500,000	J. & J.	Jul. '98				
Connecticut River...100	1,700,000	J. & J.	Jul. '98	New York & New Haven...100	9,000,000	J. & J.	Jul. '98				
Cumberland Valley...50	1,316,900	A. & O.	Oct. '98	N. Y., Provid. & Boston...100	2,000,000	J. & J.	Jul. '98				
Danbury and Newburg...100	400,000	J. & J.	Jul. '98	Nisg. Bridge & Canandaigua 100	1,000,000	J. & J.	Jul. '98				
Dayton and Michigan...100	2,390,946	J. & J.	Jul. '98	Ninth Avenue...100	797,400	J. & J.	Jul. '98				
Delaware...50	594,280	J. & J.	Jul. '98	North Carolina...100	4,000,000	do.	prof. 100				
Del. Lackaw. & Western...100	18,385,020	J. & J.	Jul. '98	Northern Central...100	4,793,900	F. M. A. N.	Nov. '98				
Des Moines Valley...100	1,820,300	J. & J.	Jul. '98	North Eastern (R. O.) pref. 100	155,000	do.	prof. 100				
Detroit & Milwaukee...100	1,047,250	do.	prof. 100	Northern of N. Hampshire 100	3,068,400	J. & D.	Dec. '98				
Do. pref. 100	1,500,000	do.	prof. 100	North Pennsylvania...100	3,150,150	J. & D.	Jan. '98				
D. Dock, E. B'd. & Bat...100	1,200,000	F. M. A. N.	Nov. '98	Norwich & Worcester...100	2,368,000	J. & J.	Jul. '98				
Dubuque and Sioux City...100	1,678,441	Annual	July '98	Ogden & L. Champlin...100	2,040,900	J. & J.	Jul. '98				
Do. pref. 100	1,987,351	J. & J.	Jul. '98	" " pref. 100	1,994,900	A. & O.	Oct. '98				
East Mahanoy...50	392,550	J. & J.	Jul. '98	Ohio and Mississippi...100	20,000,000	J. & D.	Jun. '98				
Eastern (Mass.)...100	3,882,400	J. & J.	Jul. '98	" " pref. 100	2,500,000	J. & J.	Jul. '98				
Eastern (N. H.)...100	492,500	J. & J.	Jul. '98	Old Colony & Newport...100	4,848,320	J. & J.	Jul. '98				
East Pennsylvania...50	664,800	J. & J.	Jul. '98	Orange and Newark...100	281,550	do.	prof. 100				
East Tenn. and Georgia...100	1,290,007	J. A. J. & O.	Jan. '98	Oswego and Syracuse...100	492,400	F. & A.	Aug. '98				
East Tenn. and Virginia...100	1,902,000	J. & J.	Jul. '98	Pacific of Missouri...100	3,614,515	J. & J.	Jul. '98				
Eighth Avenue (N. Y.)...100	1,000,000	J. A. J. & O.	Jan. '98	Panama...100	7,000,000	J. A. J. & O.	Oct. '98				
Kim, Jeffers & Cananda...100	600,000	F. & A.	Aug. '98	Patterson and Ramapo...100	248,500	J. & J.	Jul. '98				
Kimira & Williamsport...50	800,000	M. & N.	Nov. '98	Patterson and Hudson River 100	630,000	J. & J.	Jul. '98				
Do. pref. 100	600,000	J. & J.	Jul. '98	Pennsylvania...100	21,046,750	M. & N.	Nov. '98				
Erie Railway...100	70,000,000	F. & A.	Feb. '98	Peoria & Bureau Valley...100	1,200,000	A. & O.	Oct. '98				
Do. pref. 100	8,										



## RAILROAD EARNINGS—MONTHLY.

Central Pacific (In gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1907.....	55,169	61,881	60,029	81,156	95,828	121,703	174,812	181,297	200,580	212,109	128,166	75,871	1,421,525
1908.....	64,468	66,937	81,396	96,481	106,686	164,720	269,890	261,882	262,770	290,422	256,562	342,743	2,500,767
1909.....	215,904	218,982	291,308	485,048	508,270	558,080	532,657	511,854	606,768	622,000	.....	.....	.....
Chicago and Alton:													
1907.....	100,880	101,365	104,372	122,084	182,801	145,542	149,137	157,948	170,044	170,910	154,869	153,294	1,673,706
1908.....	100,921	154,418	196,903	162,723	178,786	206,090	224,257	312,165	364,554	320,879	307,908	282,018	2,770,484
1909.....	280,508	275,283	299,063	288,480	322,278	365,270	385,985	409,251	401,280	367,956	307,919	236,824	3,840,992
Chicago and Rock Island and Pacific:													
1907.....	226,163	222,241	290,111	269,249	329,851	371,544	331,597	387,289	322,638	360,223	323,030	271,247	3,095,183
1908.....	248,787	167,832	286,961	282,165	335,510	342,358	364,244	416,982	408,999	426,752	349,102	380,169	3,892,861
1909.....	276,117	276,140	267,094	279,121	303,342	384,504	404,012	568,101	486,196	508,746	409,569	361,701	4,508,643
Chicago and Northwestern:													
1907.....	339,762	304,829	305,643	331,149	345,556	391,085	383,736	501,667	501,259	463,109	.....	.....	.....
1908.....	140,024	130,225	122,512	126,708	144,905	170,937	139,142	160,306	216,729	218,080	196,435	201,134	1,969,267
1909.....	158,725	242,160	242,160	185,013	198,079	243,178	234,980	307,874	378,860	324,865	336,617	321,087	3,095,470
Cleveland, Col., Cin. and Indianapolis:													
1907.....	346,381	399,403	196,580	234,612	321,818	244,121	306,281	389,489	307,523	270,073	201,779	3,315,514	.....
1908.....	241,595	186,385	267,230	209,099	277,506	306,093	317,977	400,941	428,474	345,028	260,268	3,466,923	.....
1909.....	292,047	234,021	272,454	268,869	297,025	276,081	297,613	444,024	566,403	699,549	442,375	877,053	4,388,914
Chicago and Northwestern:													
1907.....	305,587	297,464	276,431	301,952	316,709	378,436	341,585	568,380	568,387	591,209	424,589	433,436	4,797,494
1908.....	351,707	319,441	645,789	362,900	419,100	508,000	440,300	480,900	578,000	581,000	.....	.....	.....
1909.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1907.....	242,505	236,180	242,505	236,435	193,098	208,008	218,347	271,425	287,451	293,296	282,708	230,061	3,915,342
1908.....	204,112	180,840	239,622	247,661	241,466	259,408	253,867	341,783	320,025	293,615	.....	.....	.....
1909.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Eric:													
1907.....	1,185,748	987,006	1,070,917	1,153,441	1,101,632	1,248,636	1,308,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,595,413
1908.....	906,769	917,639	1,139,538	1,171,748	1,122,140	1,118,731	1,071,312	1,230,024	1,444,745	1,495,716	1,421,881	1,041,646	14,139,264
1909.....	1,081,320	901,782	1,136,994	1,263,742	1,163,612	1,089,005	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1907.....	190,130	226,637	181,084	191,648	208,246	260,282	261,079	352,786	414,543	410,306	372,593	350,463	3,445,827
1908.....	299,444	271,085	276,648	289,224	334,687	407,992	343,929	511,305	478,578	496,435	437,679	424,581	4,571,628
1909.....	327,900	418,588	459,782	423,797	510,100	425,678	601,179	799,236	661,491	657,141	603,402	5,229,447	.....
1907.....	571,536	571,536	571,536	571,536	571,536	571,536	571,536	571,536	571,536	571,536	571,536	571,536	5,715,360
1908.....	608,063	608,063	608,063	608,063	608,063	608,063	608,063	608,063	608,063	608,063	608,063	608,063	6,080,630
1909.....	647,120	647,120	647,120	647,120	647,120	647,120	647,120	647,120	647,120	647,120	647,120	647,120	6,471,200
1907.....	587,443	587,443	587,443	587,443	587,443	587,443	587,443	587,443	587,443	587,443	587,443	587,443	5,874,430
1908.....	581,658	581,658	581,658	581,658	581,658	581,658	581,658	581,658	581,658	581,658	581,658	581,658	5,816,580
1909.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1907.....	90,411	85,447	84,351	81,181	96,358	103,373	98,043	106,921	104,866	113,504	112,904	123,802	1,201,230
1908.....	94,138	78,976	92,910	92,768	90,626	96,665	106,694	114,716	121,217	142,823	132,387	123,383	1,278,713
1909.....	92,433	81,699	98,482	108,461	95,410	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,096
1907.....	91,617	91,617	91,617	91,617	91,617	91,617	91,617	91,617	91,617	91,617	91,617	91,617	916,170
Michigan Southern & Northern Indiana:													
1907.....	243,784	230,508	557,227	208,613	264,935	241,236	189,145	228,012	308,106	375,567	332,300	348,048	3,802,545
1908.....	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	2,500,000
1909.....	363,906	366,361	413,974	365,180	351,489	387,095	301,613	418,675	486,086	524,700	495,072	561,769	4,826,727
1907.....	312,946	277,284	413,715	418,970	384,684	338,858	384,401	439,177	498,556	429,546	369,219	1,650,328	.....
1908.....	306,567	311,088	395,972	409,248	357,740	307,968	313,130	434,318	488,388	550,871	429,785	380,084	4,068,808
1909.....	332,021	328,335	378,785	452,429	399,300	365,117	308,502	437,600	521,326	548,836	490,399	437,058	4,981,158
1907.....	385,901	357,409	458,491	473,544	445,792	408,139	727,045	838,777	1,239,725	1,279,002	.....	.....	.....
1908.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1909.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1907.....	230,159	159,058	151,902	175,096	186,039	174,002	172,189	216,024	295,956	322,269	307,474	258,634	2,650,702
1908.....	242,073	248,456	236,432	236,432	236,432	206,221	198,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1909.....	252,435	278,948	348,602	388,726	271,553	265,780	263,244	346,781	408,445	419,802	405,510	376,470	3,970,948
1907.....	306,324	279,137	384,228	387,241	401,456	365,603	329,106	413,601	476,061	490,694	447,670	427,870	4,520,590
1908.....	282,439	286,796	337,168	343,737	365,196	335,083	324,966	359,646	429,161	436,640	414,604	308,669	4,280,115
1909.....	304,095	288,661	375,210	362,783	333,962	284,977	313,021	398,993	464,778	506,296	412,934	330,378	4,371,073
1907.....	343,316	304,316	320,890	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,669,261
1908.....	384,120	320,636	386,527	411,514	403,464	366,623	329,950	353,569	473,546	490,772	.....	.....	.....
1909.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1907.....	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	428,323	5,653,608
1908.....	360,228	321,303	333,508	430,412	565,718	458,191	423,398	522,682	1,024,045	1,087,464	556,917	468,880	6,617,046
1909.....	454,130	330,233	420,774	460,287	630,944	678,800	598,341	525,363	724,514	1,039,811	.....	.....	.....
New York Central:													
1907.....	657,809	613,381	955,659	1,846,734	1,255,621	1,132,701	1,162,024	1,495,762	1,524,434	1,526,839	1,466,356	1,117,555	14,575,128
1908.....	1,086,390	895,887	1,135,745	1,084,583	1,170,415	1,084,583	1,135,461	1,285,011	1,480,929	1,580,516	1,211,108	955,857	14,143,216
1909.....	901,671	845,853	1,075,773	1,227,286	1,093,781	984,536	1,101,693	1,388,916	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1907.....	210,329	200,466	309,261	200,444	224,903	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1908.....	259,222	239,139	313,914	271,627	290,916	304,468	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1909.....	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,702	302,426	281,613	3,280,563
1907.....	242,793	219,065	276,647	284,729	262,939	240,135	234,633	322,521	366,871	379,587	336,066	272,083	3,459,319
1908.....	231,973	231,973	231,973	231,973	231,973	231,973	231,973	231,973	231,973	231,973	231,973	231,973	2,319,730
1909.....	216,030	216,030	216,030	216,030	216,030	216,030	216,030	216,030	216,030	216,030	216,030	216,030	2,160,300
Philadelphia and Reading:													
1907.....	192,216	217,161	244,423	258,674	283,906	254,285	388,725	414,707	44				



## NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.				* Indicates that no interest is paid.							
National Securities Nov. 1, 1869.				National Securities Nov. 1, 1869.							
Amounts outstanding.	Rate.	Payable.	When Payable.	Market Price.	Amounts outstanding.	Rate.	Payable.				
Loan of June 14, 1858.....registered coupon	\$20,000,000	5	Jan. & July.	1874	118	Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	1869-70	118
Loan of June 22, 1860.....registered coupon	7,022,000	5	"	1871	124	—Troy and Greenfield Loan, stg. dollar	3,506,580	5	"	1869-70	118
Loans of Feb. 8, July 1, Aug. 3, '61.....registered coupon	282,732,600	5	"	1871	124	—Eastern R. R. Loan.....	1,166,500	5	"	1869-71	118
Oregon War Bonds of March 2, 1861.....	945,000	5	"	1881	118	—Nor. & Wore. R. R. Loan.....	200,000	5	Jan. & July.	1869-71	118
Loan of Feb. 25, 1862 (5-20s).....registered	614,771,000	5	July.	1881	118	—B. H. & Erie R. R. Loan, stg.	400,000	5	"	1871	118
Loan of March 3, 1864 (5-20s).....coupon	3,882,500	5	May & Nov.	1882	113	—State Scrip (var.).....	280,400	5	Various.	1870	118
Loan of June 30, 1864 (5-20s).....coupon	125,561,300	5	"	1884	113	—Union Fund Loan of 1861.....	171,000	5	April & Oct.	1872	118
Loan of March 3, 1865 (5-20s).....coupon	208,327,250	5	"	1884	113	—Bounty Fund Loan of 1863.....	117,000	5	Various.	1874	118
2d series (5-20s).....registered	332,908,950	5	Jan. & July.	1885	113	—Coast Defense Loan of 1863.....	125,000	5	June & Dec.	1870-72	118
3d series (5-20s).....coupon	370,588,950	5	"	1885	113	—War Fund 5-20 Loan.....	244,000	5	Jan. & July.	1871	118
4th series (5-20s).....coupon	42,539,350	5	"	1885	113	—Three Years' Loan.....	162,000	5	"	1872-73	118
Loan of March 3, 1864, (10-40s).....registered	194,567,300	5	Mar. & Sept.	1904	107	—Michigan—Sault Canal Bonds.....	50,000	5	"	1874-75	118
Union Pacific R. R. Bonds.....(currency)	62,188,320	5	Jan. & July.	1904	107	—Renewal Loan.....	720,000	5	"	1876	118
Certificates of Mar. 2, 1867, and July 2, 1868.....	47,040,000	5	Jan. & July.	1904	107	—Two Million Loan.....	1,430,000	5	"	1877-78	118
Navy Pension Fund of July 23, 1868.....	14,000,000	5	Jan. & July.	1904	107	—War Loan.....	600,000	5	May & Nov.	1880	118
Loans of 1842, 1847 and 1848.....	78,850	5	Jan. & July.	1904	107	—Bounty Loan.....	220,000	5	Jan. & July.	1880	118
Texas Indemnity Bonds of Sept. 9, 1850.....	242,000	5	Jan. & July.	1904	107	—Minnesota—Railroad Loan.....	200,000	5	May & Nov.	1884	118
Treasury Notes prior to 1857.....	103,615	5	Jan. & July.	1904	107	—Mississippi—State Bonds (for banks).....	4,000,744	5	Jan. & July.	1884	118
Treasury Notes of 1857, '61 and '63.....	206,502	5	Jan. & July.	1904	107	—Missouri—State Bonds proper.....	4,379,500	5	Jan. & July.	1884	118
Treasury Notes (7-30s).....	888,400	5	Jan. & July.	1904	107	—Consols. (interest).....	3,965,000	5	Mar. & Sept.	1886	118
Certificates of Indebtedness.....	12,000	5	Jan. & July.	1904	107	—Railroad Loans.....	919,324	5	Var.	1879	118
Compound Interest Notes of 1863 and 1864.....	2,578,270	5	Jan. & July.	1904	107	—S. W. Pacific, guar.....	86,000	5	Jan. & July.	1879	118
Temporary Loan of June 30, 1864.....	182,410	5	Jan. & July.	1904	107	—Han. and St. Jo. R. R. Loan.....	200,000	5	"	1878	118
U. S. Notes (greenbacks).....	356,113,258	5	Jan. & July.	1904	107	—Nebraska (No Account).....	1,728,000	5	"	1878	118
Fractional Currency.....	37,085,442	5	Jan. & July.	1904	107	—Nevada (No Account).....	896,000	5	"	1878	118
State Securities, latest dates.				State Securities, latest dates.							
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	64	New Hampshire—War Loan of July 1, 1861.....	1,089,800	5	Jan. & July.	1869-70	118
—(extended).....	2,414,800	5	May & Nov.	1872	64	—of Sept. 1, 1864.....	600,000	5	Mar. & Sept.	1874-75	118
—(sterling).....	770,500	5	Jan. & July.	1870-76	118	—of Oct. 1, 1865.....	1,267,000	5	April & Oct.	1869-74	118
—(new).....	732,800	5	Jan. & July.	1886	118	—of July 1, 1866.....	500,000	5	Jan. & July.	1869	118
Arkansas—State Bonds (Real Estate Bank).....	660,200	5	April & Oct.	1861	93	New Jersey—War Loan of 1861 (free).....	1,599,800	5	Jan. & July.	1869-70	118
—(State Bank).....	440,000	5	Jan. & July.	1868	118	—of 1863 (free).....	1,002,900	5	Jan. & July.	1869-70	118
California—Civil Bonds of 1867.....	3,066,500	5	Jan. & July.	1877	123	—of 1864.....	593,409	5	Jan. & July.	1869-70	118
—Soldiers' Relief Bonds.....	177,500	5	Jan. & July.	1880	118	New York—General Fund Stocks.....	700,000	5	J. A. J. & O.	1870	118
—Bounty Bonds.....	470,500	5	Jan. & July.	1880	118	—Canal Stocks.....	800,000	5	"	1878	118
Connecticut—War Bonds, My '61, (10 or 20yr).....	7,513,692	5	Jan. & July.	1871-81	97	—Bounty Stock.....	1,189,781	5	"	1878	118
—Oct. '61, (10 or 20yr).....	7,513,692	5	Jan. & July.	1872-82	97	—Bonds.....	900,000	5	"	1878	118
—Nov. 1868.....	7,513,692	5	Jan. & July.	1883	99	—North Carolina—State Bonds (old).....	348,107	5	"	1878	118
—My '64, (10 or 20yr).....	7,513,692	5	Jan. & July.	1883	99	—(new).....	2,607,900	5	J. A. J. & O.	1872	118
—May 1, 1866, (free).....	7,513,692	5	Jan. & July.	1883	99	—(Chatham R. R.).....	5,728,800	5	"	1873	118
—(various) registered.....	867,500	5	Jan. & July.	1883	99	—(funding).....	2,250,000	5	"	1874	118
Florida—State Bonds.....	500,000	5	Jan. & July.	1870	91	—Ohio—State Loan (New York).....	500,000	5	"	1875	118
Georgia—State Bonds (W. & A. R. R.).....	100,009	5	Jan. & July.	1870	91	—" " " ".....	200,000	5	"	1877	118
—(Act March 12, 1869).....	176,000	5	Jan. & July.	1870	91	—Union Loan (Columbus).....	2,035,800	5	"	1874	118
—(W. & A. R. R.).....	3,164,500	5	Jan. & July.	1870	91	—Oregon—Bounty Bonds.....	3,757,000	5	Jan. & July.	1877	118
—(Atl. and Gulf R. R.).....	1,519,000	5	Jan. & July.	1870	91	—Relief Bonds.....	22,186,000	5	Jan. & July.	1877	118
Illinois—New Internal Improvement Stock.....	1,635,954	5	Jan. & July.	1870	91	Pennsylvania—State Stocks.....	82,142	5	Var.	Due.	118
—Interest Bonds.....	996,649	5	Jan. & July.	1870	91	—Coupon Loans.....	2,797,910	5	"	"	118
—Liquidation Bonds.....	193,400	5	Jan. & July.	1870	91	—Inclined Plane Loan.....	1,642,128	5	Jan. & July.	1870	118
—Refunded Stock.....	985,900	5	Jan. & July.	1870	91	—Redemption Loan of 1867.....	4,724,000	5	Various.	1872-73	118
—Thornton Loan Bonds.....	104,000	5	Jan. & July.	1870	91	—Tennessee—State Bonds.....	112,000	5	Jan. & July.	1872	118
—War Loan Bonds.....	543,200	5	Jan. & July.	1870	91	—Military Loan.....	400,000	5	April & Oct.	1879	118
—Ill. and Mich. Canal.....(sterling).....	792,222	5	Jan. & July.	1870	91	—Rhode Island—War Loan of 1861.....	4,907,150	5	Feb. & Aug.	1872	118
Indiana—State Stock.....	535,367	5	Jan. & July.	1870	91	—of 1862.....	7,909,600	5	"	1877	118
—War Loan Bonds.....	2,322,925	5	Jan. & July.	1870	91	—of 1863.....	9,273,050	5	"	1882	118
Iowa—State Bonds of 1858.....	210,000	5	Jan. & July.	1870	91	—of 1864.....	910,200	5	"	1871	118
—War and Defense Bonds of 1861.....	300,000	5	Jan. & July.	1870	91	—Military Loan.....	2,820,750	5	"	1871	118
Kansas—War Bonds, 1861-67.....	750,000	5	Jan. & July.	1870	91	—Rhode Island—War Loan of 1861.....	30,500	5	April & Oct.	1882	118
—Territorial Debt Bonds.....	100,000	5	Jan. & July.	1870	91	—of 1862.....	1,157,000	5	Mar. & Sept.	1883	118
Kentucky—State Bonds.....	1,421,000	5	Jan. & July.	1870	91	—of 1863.....	214,000	5	April & Oct.	1883	118
—Military Bonds.....	339,000	5	Jan. & July.	1870	91	—of 1864.....	776,000	5	Jan. & July.	1883	118
Louisiana—State Bonds (Schools, &c.).....	634,500	5	Jan. & July.	1870	91	—of 1864.....	881,000	5	Feb. & Aug.	1884	118
—(Railroads).....	2,092,000	5	Jan. & July.	1870	91	—State House Loans.....	314,454	5	J. A. J. & O.	1870	118
—(Charity Hospital).....	86,000	5	Jan. & July.	1870	91	—(stg.).....	484,445	5	"	1868	118
—(Levees).....	1,000,000	5	Jan. & July.	1870	91	—State House Loans.....	2,386,000	5	Jan. & July.	1871-79	118
—( " 1867).....	2,414,000	5	Jan. & July.	1870	91	—Blue Ridge R. R.....	1,000,000	5	"	1875-79	118
—( " 1868).....	8,000,000	5	Jan. & July.	1870	91	—Funding Bonds.....	1,282,971	5	"	1870-79	118
—(Funding).....	494,800	5	Jan. & July.	1870	91	Tennessee—State Bonds.....	1,395,640	5	April & Oct.	Var.	118
Maine—Civil Loans.....	250,000	5	Jan. & July.	1870	91	—Railroad Loans.....	289,160	5	"	"	118
—War Loan of 1861.....	171,000	5	Jan. & July.	1870	91	—Railroad Endorsements.....	1,706,000	5	Jan. & July.	long.	118
—1863.....	800,000	5	Jan. & July.	1870	91	—Funding Bonds.....	25,908,000	5	"	Var.	118
—1864.....	525,000	5	Jan. & July.	1870	91	Texas—No legal debt.....	4,677,950	5	"	"	118
—Bounty Loan of 1863.....	2,532,500	5	Jan. & July.	1870	91	Vermont—State Bonds.....	1,282,971	5	June & Dec.	1871-78	118
Maryland—Sterling Bonds of 1838.....	475,000	5	Jan. & July.	1870	91	—Certificates.....	201,000	5	"	1871-78	118
—converted.....	2,232,112	5	Jan. & July.	1870	91	Virginia—State Stock.....	20,653,992	5	Jan. & July.	long.	118
—Currency Bonds of 1837.....	1,214,580	5	Jan. & July.	1870	91	—Bonds.....	10,963,000	5	"	"	118
—1837.....	209,000	5	Jan. & July.	1870	91	—stg.....	2,331,500	5	"	"	118
—1838-39.....	24,000	5	Jan. & July.	1870	91	—Funding Stock.....	2,880,801	5	"	1870	118
—1838-39.....	1,436,428	5	Jan. & July.	1870	91	—Bonds.....	3,446,000	5	"	1870-90	118
—1838-39.....	525,000	5	Jan. & July.	1870	91	—Guaranteed Bonds.....	1,735,380	5	"	Var.	118
—Defense Loan of 1864-68.....	46,232	5	Jan. & July.	1870	91	West Virginia—No Debt.....	167,800	5	Jan. & July.	1877-78	118
—Sanct Relief Loan of 1867.....	2,040,100	5	Jan. & July.	1870	91	Wisconsin—War Loan Bonds.....	167,800	5	Jan. & July.	1877-78	118
	100,000	5	Jan. & July.	1873	102						



An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Catawissa:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886		1st Mortgage.....	\$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Albany and Susquehanna:							Cedar Falls and Minnesota:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1893		1st Mort. (C. F. to Waver, 14 m.)	294,000	7	April & Oct.	New York.	1885	
Albany City Loan.....	1,000,000	6	May & Nov.	"	1896		1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	"	1887	
2d Mortgage for \$2,000,000	802,000	7	April & Oct.	"	1885	80	Cedar Rapids and Missouri River:						
Allegheny Valley:							1st Mortgage.....	3,696	7	Jan. & July.	New York.	1916	85
1st Mortgage.....	4,000,000	7.3	April & Oct.	Pittsburg.	1900		Central Branch Union Pacific:						
2d Mortgage (floating funded)		7.3	"	"	18—		1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	'95-'96	
Androscoggin:							2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	"	'95-'96	
1st Mortgage.....	425,000	6	April & Oct.	Portland.	1890		Central of Georgia:						
Atlantic and Great Western:							1st Mortgage.....	796,000	7	March & Sept.	Savannah.	1875	98
1st Mortgage (New York).....		7*	April & Oct.	London.	1879		Central of New Jersey:						
1st Mortgage (Pennsylvania).....		7*	"	"	1877		1st Mortgage.....	600,000	7	Feb. & Aug.	New York.	1879	100
1st Mortgage (Ohio).....		7*	"	"	1876		2d Mortgage.....	600,000	7	May & Nov.	"	1875	99
1st Mortgage (Franklin Branch)		7*	June & Dec.	London.	1882		New Loan for \$5,000,000.....	1,500,000	7	Feb. & Aug.	"	1890	99
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884		Central Ohio:						
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884		1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	90
2d Mortgage (New York).....		7*	April & Oct.	New York.	1881		Central Pacific of California:						
2d Mortgage (Pennsylvania).....	3,000,000	7*	"	London.	1882		1st Mortgage (on 725 m.) free.....	24,371,000	6*	Jan. & July.	New York.	1896	92
2d Mortgage (Ohio).....		7*	Jan. & July.	"	1883		2d Mortgage (paid by Cal.).....	1,500,000	7*	"	"	1885	111
1st Consolidated Mortgage.....	20,000,000	7*	April & Oct.	"	1896		Convertible bonds.....	1,500,000	7*	"	"	1883	108
2d Consolidated Mortgage.....	7,000,000	5*	"	"	18—		National Loan.....	24,371,000	6	"	"	1893	
Income Mortgage.....	8,791,806	7*	"	"	18—		Charleston and Savannah:						
Atlantic and Gulf:							1st Mortgage (guar. by S. Car.)..	505,000	6	March & Sept.	Charleston.	1877	40
1st Mortgage Consolidated.....	2,000,000		— & —	New York.	1898		Charlotte and South Carolina:						
Atlantic and St. Lawrence:							1st Mortgage for \$500,000.....	334,000	7	Jan. & July.	New York.	1890	92
Portland City Loan (sfg fund)	1,500,000	1	Various.	B. & N. Y.	'98-'70		Cheraw and Darlington:						
2d Mortgage.....	1,614,500	6*	April & Oct.	Portland.	1896		1st Mortgage.....	150,000	7	Jan. & July.	Charleston.	1870	
2d Mortgage, sterling.....	885,500	6*	"	London.	1896		Chesapeake and Ohio (Va. Cent.):						
Sterling Loan.....	484,000	6*	May & Nov.	"	1878		1st Mortgage for \$10,000,000.....		8	Jan. & July.	New York.	1898	
Baltimore and Ohio:							Cheshire:						
Loan of 1834.....	758,931	6*	J. A. J. & O.	Baltimore.	1867		Company bonds.....	771,800	6	Jan. & July.	Boston.	'75-'90	90
Loan of 1855.....	863,250	6*	Jan. & July.	"	1875	93	Chester Valley:						
Loan of 1850.....	676,500	6*	"	"	1880	93	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	61
Loan of 1853.....	1,710,500	6*	April & Oct.	"	1885	92	Chicago and Alton:						
Baltimore City Loan of 1855.....	4,000,000	6*	Jan. & July.	"	1890		1st	402,000	7	May & Nov.	New York.	1877	98
Northwestern Va. R. R. 2d Mort.	481,500	6	"	"	1873		1st Mortgage, pref. sinking fund.	2,400,000	7	Jan. & July.	"	1893	100
Northwestern Va. R. R. 3d Mort.	155,000	6	"	"	1886		Income bonds (2d Mortgage)...	1,100,000	7	April & Oct.	"	1883	88
Bay de Noquet and Marquette:							Chicago, Burlington and Quincy:						
1st Mortgage Income.....	250,000	8	April & Oct.	New York.	'70-'71		Trust Mortgage.....	3,078,000	8	Jan. & July.	New York.	1883	103
Bellefontaine:							Trust Mortgage, convertible....	150,000	8	"	"	1883	
1st Mortgage (B. and Ind. R.R.)..	791,000	7	Jan. & July.	New York.	'70-'90		2d Mortgage.....	941,000	4*	July.	Frankfort.	1890	
2d Mortgage.....	16,000	7	"	"	1870		Company bonds.....	680,000	7	March & Sept.	New York.	1890	
Bellefonte and Snow Shoe:							Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1878		1st Mortgage for \$1,000,000.....	400,000	7	Jan. & July.	New York.	1887	
Belvidere Delaware:							Chicago and Great Eastern:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85	Construction.....	400,000	7	April & Oct.	New York.	1895	
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	80	Income.....	300,000	7	"	"	1895	
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	78	Chicago, Danville and Vincennes:						
Blue Ridge, S. Car.:							1st Mortgage S. F.....	2,500,000	7*	April & Oct.	New York.	1909	93
1st Mortgage of \$2,500,000		7	Jan. & July.	Charleston.	1898		Chicago, Iowa and Nebraska:						
Boston and Albany:							1st Mortgage.....	1,110,000	7	— & —	New York.	1881	
Sterling Loans.....	2,051,520	5*	April & Oct.	London.	'09-'71		Chicago and Milwaukee, (45 m's) :						
Dollar Loan.....	798,000	6	"	Boston.	1875		1st Mortgage (C. & N. W.) ..	397,000	7	May & Nov.	New York.	1874	
Boston, Clinton and Fitchburg.							Chicago and Northwestern:						
1st Mortgage.....	400,000	6	Jan. & July.	Boston.	1884		Pref. sinking fund b'ds (193 m.)..	1,249,500	7	Feb. & Aug.	New York.	1886	94
Boston, Concord and Montreal:							Funded Coupons.....	755,000	7	May & Nov.	"	1889	80
1st Mort. (Conc. to War. 71 m.)..	204,000	7	Feb. & Aug.	New York.	1865	94	General 1st Mortgage.....	3,564,500	7	Feb. & Aug.	"	1886	89
2d Mort. conv. (1st M. on 22 1/2 m.)	100,000	6	Jan. & July.	Boston.	1870	90	1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	84
2d Mort. conv. (1st M. on 22 1/2 m.)	250,000	7	"	New York.	1870		1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1886	
Sinking Fund Mortgage.....	496,000	6	"	Boston.	1889	83	Equipment Bonds.....	101,000	7	April & Oct.	"	1874	
Boston, Hartford and Erie:							Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	"	1884	
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	80	Elgin and State L. purchase b'ds.	189,000	6	"	"	1878	
1st Mortgage (new) for \$20,000,000		7	Jan. & July.	"	1899	46	Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	"	1915	83
Boston and Lowell:							Equipment Bonds.....	1,375,000	10	May & Nov.	"	'68-'71	
Convertible bonds.....	101,000	6	Jan. & July.	Boston.	1873		1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	"	1882	95
Scrip certificates.....	386,000	3	April & Oct.	"	1873	99	2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	"	1875	95
Wharf purchase bonds.....	200,000	6	"	"	1879	98	1st Mortgage (Peninsula R.R.)..	1,010,000	7	March & Sept.	"	1898	87
Buffalo, Bradford and Pittsburg:							1st Mort. (Chl. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	"	1898	87
1st Mortgage.....	580,000	7	Jan. & July.	New York.	1886		1st Mortgage (Beloit & Mad. R.)	383,000	7	"	"	1893	
Buffalo, Corry and Pittsburg:							Chicago, Rock Island and Pacific:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—		1st Mortgage (C. & R. I. R.R.)..	1,397,000	7	Jan. & July.	New York.	1870	101
1st Mort. (Buff. & Q.C. Cross-cut)	600,000	7	"	New York.	18—		1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	"	"	1898	95
Buffalo and Erie:							Chillicothe and Brunswick:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86	1st Mortgage.....	500,000	8	May & Nov.	New York.	1898	
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	"	1873		Cincinnati, Dayton and Eastern:						
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	"	1882		1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896	
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	"	1886		Cincinnati, Hamilton and Dayton:						
Buffalo, New York and Erie:							2d Mortgage (1st Mort. paid)....	1,250,000	7	May & Nov.	New York.	1890	80
1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	86	3d Mortgage.....	500,000	8	Jan. & July.	"	1885	
2d Mortgage.....	380,000	7	May & Nov.	"	1872	83	New Mortgage.....	282,000	7	"	"	1877	
Burlington, Cedar Rapids & Minn.:							Cincinnati and Indiana:						
1st Mortgage.....	600,000	8	Feb. & Aug.	New York.	1919		1st Mortgage.....	2,500,000	7	June & Dec.	New York.	1892	73
Burlington and Missouri River:							2d Mortgage.....	2,000,000	7	Jan. & July.	"	'77-'87	79
Land Grant Mortgage.....	4,090,808	7	April & Oct.	New York.	1893	81	Cincinnati and Indianapolis June:						
1st Convertible bonds.....	600,000	7	Jan. & July.	"	1870		1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	
2d Convertible bonds.....	600,000	7	"	"	1875		2d Mortgage.....	800,000	7	March & Sept.	"	1893	
3d Convertible bonds.....	858,548	8	"	"	1880	97	1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	"	1894	
California Pacific:							Cincinnati and Martinsville:						
1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889		1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	
Camden and Amboy:							Cincinnati, Richmond & Chicago:						
Sterling Bonds, sfg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880		1st Mortgage.....	560,000	7	Jan. & July.	New York.	1893	
Sterling Loan, sfg fund £369,200	1,848,000	6*	March & Sept.	"	1894		Cincinnati and Zanesville:						
Loan for \$300,000.....	325,220	6	April & Oct.	New York.	1870	97	1st Mortgage.....	1,500,000	7	May & Nov.	New York.	1893	
Loan for \$675,000.....	675,000	6	"	"	1875	01	Cleveland, Columbus and Cinc.:						
Loan for \$1,700,000.....	1,700,000	6	Feb. & Aug.	"	1883	84	1st Mortgage.....	425,000	7	June & Dec.	New York.	'68-'90	
Loan for \$2,500,000.....	867,000	6	May & Nov.	"	1889	84	Cleveland and Mahoning:						
Consol. Mortgage for \$5,000,000.	4,665,940	6	June & Dec.	"	1889	94	1st Mortgage.....	850,000	7	Feb. & Aug.	New York.	1873	
Camden and Atlantic:							3d Mortgage.....	587,000	8	March & Sept.	"	1876	
1st Mortgage.....	490,000	7	Jan. & July.	Philadelphia.	1873		Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	"	1881	
2d Mortgage.....	500,000	7	April & Oct.	"	1880		Cleveland and Pittsburg:						
Camden and Burlington County:							2d Mortgage (or 1st Extension)...	1,130,000	6	March & Sept.	New York.	1873	100
1st Mortgage of 1867 for \$350,000	305,000	6	Feb. & Aug.	Philadelphia.	1897	86	3d Mortgage (or 2d Extension)...	1,597,000	7	May & Nov.	"	1876	90
Cape Cod Central:							4th Mortgage (or 3d Extension)...	1,106,489	7	Jan. & July.	"	1892	74
1st Mortgage.....	125,000	6	Jan. & July.	Boston.	'90-'73		Consol. S. F. Mort. (\$5,000,000)...	376,000	7	May & Nov.	"	1890	

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Clev., Painesv. & Ash. (L. Shore):							Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	91½	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1897	95
2d Mortgage.....	1,000,000	7	" "	" "	1880		2d Mortgage.....	4,000,000	7	March & Sept.	" "	1879	94½
3d Mortgage.....	1,000,000	7	April & Oct.	" "	1892	92	3d Mortgage.....	6,000,000	7	" "	" "	1883	84
Cleveland & Toledo (Lake Shore):							4th Mortgage.....	4,441,000	7	April & Oct.	" "	1880	79½
1st Mort. (Junc. R. R. 1st Div.)..	13,000	7	April & Oct.	New York.	1867		5th Mortgage.....	926,500	7	June & Dec.	" "	1838	78½
1st Mort. (Junc. R. R. 2d Div.)..	116,000	7	June & Dec.	" "	1882		Buffalo Branch Bonds.....	186,400	7	Jan. & July.	" "	1891	
1st Mortgage S. F. (Clev. & Tol.)..	2,015,000	7	Jan. & July.	" "	1885	90½	Sterling Loan £500,000.....	4,844,444	6½	March & Sept.	London.	1875	
2d Mortgage (Clev. and Tol.).....	1,000,000	7	April & Oct.	" "	1886		Erie and Pittsburg:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	
1st Mortgage for \$1,000,000.....	410,000	7	Jan. & July.	New York.	1888		2d Mortgage.....	700,000	7	April & Oct.	" "	1875	
Columbus, Chicago & Ind. Cent.:							New Mortgage.....	869,000	7	Jan. & July.	" "	1893	
Consol. 1st Mortgage skg fund.....	15,000,000	7	April & Oct.	New York.	1908	76	Evansville and Crawfordsville:						
Columbus and Indiana Central:							1st Mortgage of 1852.....	250,000	7	Jan. & July.	New York.	1860	
2d Mortgage.....	821,000	7	May & Nov.	New York.	1886	69	1st Mortgage of 1854.....	740,000	7	May & Nov.	" "	1869	
Income Bonds.....	1,245,000	7	" "	" "	1881		Rockville Extension 1st Mort.....	150,000	7	Feb. & Aug.	" "	1881	
Columbus and Hocking Valley:							Fall River, Warren & Providence:						
1st Mortgage.....	262,500	7	Jan. & July.	New York.	1897		1st Mortgage.....	200,000	7	" "	Providence.	18—	
Consol. 2d Mortgage skg fund.....	5,000,000	7	Feb. & Aug.	" "	1909		Flemington:						
Columbus and Xenia:							1st Mortgage guaranteed.....	100,000	6	" "	Princeton.	18—	
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890		Flint and Pere Marquette:						
Connecticut and Passumpsic Riv.:							1st Mortgage.....	1,520,500	7	" "	New York.	18—	
1st Mortgage sinking fund.....	500,000	6	June & Dec.	Boston.	1876	87½	Galena & Chic. Union (C.N. & W.):						
Notes of '66 and '67, free.....	295,000	7	" "	" "	76-77		1st Mortgage.....	1,919,000	7	Feb. & Aug.	New York.	1882	90
Connecticut River:							2d Mortgage.....	1,029,000	7	May & Nov.	" "	1875	95
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	98	Georgia:						
Connecting:							Bonds.....	592,000	7	J. & J.	Augusta.	50-75	
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	88½	Grand Rapids and Indiana:						
Cumberland and Pennsylvania:							1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	
1st Mortgage for \$1,000,000.....	875,000	6	March & Sept.	New York.	1891		Grand River Valley:						
2d Mortgage sinking fund.....	799,000	6	May & Nov.	" "	1885		1st Mortgage, guaranteed.....	1,000,000	8	Jan. & July.	New York.	1890	
Cumberland Valley:							Grand Trunk (Can.):						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904		1st Preference Bonds.....	12,573,661	5½	Jan. & July.	London.	18—	
2d Mortgage.....	109,500	8	" "	" "	1904		2d Preference Bonds.....	7,355,986	5½	" "	" "	18—	
Danbury and Norwalk:							3d Preference Bonds.....	5,414,094	4½	" "	" "	18—	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1880		4th Preference Bonds.....	25,862,860	4½	" "	" "	18—	
Danv., Urbana, Blooming & Pekin:							Equipment Bonds.....	2,435,353	6½	April & Oct.	" "	18—	
1st Mortgage sinking fund.....	2,000,000	7	Jan. & July.	New York.	1908		Postal and Military bonds.....	8,940,000	var	Feb. & Aug.	" "	18—	
Dayton and Michigan:							Great Western of Canada:						
1st Mortgage sinking fund.....	2,802,000	7	Jan. & July.	New York.	1881		Government Loan £575,000.....	2,782,387	6½	" "	Ottawa.	73-76	
2d Mortgage.....	642,000	7	March & Sept.	" "	1884		Mortgage Bonds £615,200.....	2,983,720	6½	" "	London.	77-78	
3d Mortgage.....	700,000	7	April & Oct.	" "	1888		Mortgage Bonds £547,000.....	2,652,950	5½	" "	" "	77-78	
Dayton and Union:							Stock Debentures £46,700.....	226,500	5½	" "	" "	77-78	
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1870		Great Western Illinois:						
2d Mortgage.....	135,000	7	June & Dec.	" "	1879		1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1885	100
Income Bonds.....	252,445	6	" "	" "	1879		1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	" "	1888	
Dayton and Western:							1st Mortgage (General).....	1,450,000	7	" "	" "	1888	84
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882		2d Mortgage.....	2,500,000	7	May & Nov.	" "	1893	79
2d Mortgage.....	463,000	6	Jan. & July.	" "	1905		Greenville and Columbia:						
Delaware:							1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1886	
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	90½	Hannibal and St. Joseph:						
Guaranteed Bonds.....	100,000	6	" "	" "	1875		Land Mortgage.....	1,900,000	7	April & Oct.	New York.	1881	
State Loan.....	170,000	6	" "	" "	1876		Convertible bonds.....	800,000	7	Jan. & July.	" "	1883	102
Extension Mortgage.....	100,000	6	" "	" "	1880		Eight per cent. Loan.....	800,000	8	" "	" "	18—	
Delaware, Lackawanna & Western:							Ten per cent. Loan.....	1,000,000	10	" "	" "	1872	
1st Mort. (L. & W.) for \$900,000.	564,000	7	Jan. & July.	New York.	1871	98½	Ten per cent. Loan.....	500,000	10	" "	" "	1869	
1st Mort. (East. Ext.) \$1,500,000.	1,111,000	7	April & Oct.	" "	1875	96	1st Mort. (Quincy and Palmyra)	500,000	8	" "	" "	18—	
2d Mort. (General) for \$2,000,000.	1,633,000	7	March & Sept.	" "	1881	90	1st Mort. (Kan. City & Cameron)	1,300,000	10	" "	" "	18—	
Des Moines Valley:							Harrisburg and Lancaster:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877		1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	90½
Income Bonds.....	462,000	7	Jan. & July.	" "	1884		Hartford and New Haven:						
Detroit and Milwaukee:							1st Mortgage.....	927,000	6	Jan. & July.	New York.	1875	95
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875		Hartford, Providence and Fitchburg:						
2d Mortgage.....	1,000,000	8	" "	" "	1875		1st Mort. (R. Island 26.32 m.)..	481,000	7	Jan. & July.	Providence.	1876	
1st Mortgage Funded Coupons.....	628,526	7	Jan. & July.	" "	1875		1st Mort. (Connecticut 96.04 m.)..	1,574,500	7	" "	Hartford.	1876	
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" "	1875		Hempfield:						
Bonds of June 30, 1866, (cond.)..	1,611,639	6	" "	" "	1886		1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1872	
Detroit, Mon. & Tol. (M.S. & N.L.)							Housatonic:						
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876		1st Mortgage.....	191,000	7	Jan. & July.	Bridgeport.	1877	
Detroit and Pontiac (Det. & Mil.):							2d Mortgage.....	100,000	7	" "	" "	1885	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1878		Houston and Texas Central:						
1st Mortgage.....	150,000	7	April & Oct.	" "	1878		1st Mortgage (L.G.) sinking fund	2,600,000	7½	Jan. & July.	New York.	1891	
2d Mortgage.....	250,000	8	Feb. & Aug.	" "	1886		Hudson River:						
Dubuque and Sioux City:							1st Mortgage.....	1,336,000	7	Feb. & Aug.	New York.	1870	100
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	90	2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	" "	1885	103
1st Mortgage (construction).....	660,000	7	" "	" "	1894		3d Mortgage.....	183,000	7	May & Nov.	" "	1875	100
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888		Huntington and Broad Top Mt.:						
Dubuque Southwestern:							1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	83
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895		2d Mortgage.....	367,500	7	Feb. & Aug.	" "	1875	
2d Mortgage, ordinary.....	450,000	7	" "	" "	1895		Consol. Mortgage.....	887,045	7	April & Oct.	" "	1895	38
East Brandywine & Waynesburg:							Illinois Central:						
1st Mortgage.....	140,000	7	Feb. & Aug.	Philadelphia.	1882		Construction.....	3,955,000	7	April & Oct.	New York.	1875	118
East Pennsylvania:							Construction.....	437,600	6	" "	" "	1875	
1st Mortgage Sinking Fund.....	506,900	7	April & Oct.	Philadelphia.	1888		Redemption.....	2,500,500	6	" "	" "	1890	
East Tennessee and Georgia:							Redemption, sterling.....	2,424,500	6½	" "	London.	1875	
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882		Illinois and Southern Iowa:						
Tennessee Loan (1866).....	430,277	6	" "	" "	1898		1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	
Mortgage (old).....	640,000	6	" "	" "	1880		Indianapolis, Cin. and Lafayette:						
Mortgage (new).....	136,400	7	" "	" "	1880		1st Mortgage.....	2,500,000	7	Jan. & July.	New York.	1886	
East Tennessee and Virginia:							1st Mortgage (Ind. and Cin.)..	500,000	7	April & Oct.	" "	1883	
Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1888		Indianapolis, Crawfordsv. & Danv.:						
Tennessee Loan (1866).....	600,000	6	" "	" "	1898		1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1888	
Tennessee endorsed bonds.....	178,000	6	" "	" "	18—		Indianapolis and Madison:						
Eastern:							1st Mortgage.....	612,000	7	May & Nov.	New York.	1881	
State Loan (1st Lien).....	275,000	5	J. A. J. & O.	Boston.	68-72		Iowa River:						
2d Mortgage, (convert. sterling).....	420,000	6½	Jan. & July.	London.	1872		1st Mortgage (Eldora R. R.)....	272,000	7	Jan. & July.	New York.	1888	
2d Mortgage, convertible.....	739,000	6	Feb. & Aug.	Boston.	1874	85	Jackson, Lansing and Saginaw:						
1st Mortgage, (Essex Railroad).....	214,000	6	Jan. & July.	" "	1876		1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884	90½
Bonds of 1868.....	500,000	6	March & Sept.	" "	1880	96½	Jeffersonville (J. M. & L.):						
Edgfield and Kentucky:							2d Mortgage.....	397,000	7	April & Oct.	New York.	1873	
Tennessee Loan.....	870,000	6	Jan. & July.	New York.	18—		Jeffersonville, Madison & Indian:						
Elmira and Williamsport:							1st Mortgage.....	1,061,000	7	April & Oct.	New York.	1906	
1st Mortgage.....	1,050,000	7	Jan. & July.	Philadelphia.	1880	88	Joliet and Chicago:						
Income Bonds.....	570,000	5	April & Oct.	" "	1872	68	1st Mortgage, guaranteed, S. F.:	500,000	8	Jan. & July.	New York.	1883	
European and North American:							Joliet and Northern Indiana:						
1st Mortgage (Bangor to Winn.)..	1,000,000	6½	Jan. & July.	London.	1886		1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	



## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Junction, Philadelphia:							Mobile and Montgomery:						
1st Mortgage, guaranteed.....	\$300,000	6	April & Oct.	Philadelphia.	1896	....	1st Mortgage.....	\$1,200,000	8	May & Nov.	New York.	1888	....
Kentucky Central:							Mobile and Ohio:						
1st Mort. (Covington & Lexing.)	\$128,000	7	— & —	New York.	1873	....	1st Mortgage, Sterling.....	4,593,000	6*	May & Nov.	London.	1882	....
2d Mortgage (do.)	794,000	7	" & "	"	1883	....	1st Mortgage, Sterling.....	1,669,800	8	Jan. & July.	New York.	1891	....
3d Mortgage (do.)	237,000	7	" & "	"	1885	....	Tennessee Loans.....	388,900	8	May & Nov.	Mobile.	1867	19
Kokuk and St. Paul:							Income of '61, '62, '65 and '67.....	558,421	8	"	New York.	1876	....
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	94 1/2	Liquidation (10 year) bonds.....	607,900	8	"	Mobile.	1882	38
Knoxville and Charleston:							Interest bonds.....						
Tenn. State Loan.....	450,000	6	Jan. & July.	New York.	1898	....	Montgomery and Eufala:						
Knoxville and Kentucky:							1st Mortgage, endorsed by Ala.....	120,000	8	March & Sept.	New York.	1886	....
Tenn. State Loan (old).....	1,310,000	6	Jan. & July.	New York.	1890	....	Montgomery and West Point:						
Tenn. State Loan (new).....	800,000	6	"	"	1898	....	Income Bonds.....	100,000	8	Jan. & July.	New York.	1871	....
Lockawanna and Bloomsburg:							Income Bonds.....	306,900	8	"	"	1876	....
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	Mortgage Bonds.....	719,500	8	"	"	1881	82
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	Morris and Essex:						
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....	1st Mortgage, Sinking Fund.....	5,000,000	7	May & Nov.	New York.	1915	96 1/2
2d Mortgage (Extension).....	400,000	7	May & Nov.	"	1890	....	2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	92 1/2
Lake Erie and Louisville:							Nashville and Chattanooga:						
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....	1st Mortgage, endorsed by Tenn.....	1,569,000	6	Jan. & July.	New York.	1890	....
Lawrence:							Tenn. State Loan.....	150,000	6	"	"	1892	....
1st Mortgage.....	360,000	7	"	Pittsburg.	1886	....	Tenn. Coupons Funded.....	426,279	6	"	"	1892	....
Lehigh and Lackawanna:							Nashville and Decatur:						
1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia.	1897	85 1/2	Tenn. State Loan.....	2,465,176	6	Jan. & July.	New York.	1900-02	....
Lehigh Valley:							Income Bonds (Tenn. and Ala.).....	205,000	10	April & Oct.	Nashville.	1870	....
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	98	2d Mortgage.....	500,000	6	"	New York.	1887	....
New Mortgage, free of taxes.....	1,917,000	6	June & Dec.	"	1898	95	Nashville and Northwestern:						
1st Mortgage (Hazleton).....	149,500	6	Jan. & July.	"	1878	....	Tenn. State Loan.....	2,672,000	6	Jan. & July.	New York.	188-194	....
Little Miami:							2d Mortgage.....	792,050	6	"	"	1883	71-83
1st Mortgage.....	1,489,000	6	May & Nov.	New York.	1883	....	Naugatuck:						
Cincinnati Loan.....	100,000	6	"	Cincinnati.	1880	....	1st Mortgage, Convertible.....	166,000	7	Jan. & July.	Bridgeport.	1876	....
Little Schuylkill:							Newark and New York:						
1st Mortgage, sinking fund.....	807,500	7	April & Oct.	Philadelphia.	1877	90	1st Mortgage.....	600,000	7	Jan. & July.	New York.	18--	....
Long Island:							Newburg & New York (Oct. 1, '68):						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	98 1/2	1st Mortgage.....	250,000	7	Jan. & July.	New York.	18--	....
Hunter's Point Extension.....	175,000	7	Feb. & Aug.	"	1890	....	New Bedford and Taunton:						
Glen Cove Branch.....	150,000	6	May & Nov.	"	1893	....	1st Mortgage.....	174,000	6	Jan. & July.	Boston.	1881	....
Louisville, Cinclin. and Lexington:							New Brunswick and Canada:						
1st Mortgage for \$3,000,000.....	2,628,000	7	Jan. & July.	New York.	1897	85	1st Mortgage, Sterling £220,000.....	1,100,000	6*	May & Nov.	London.	1867	....
Louisville and Frankfort:							Newcastle and Beaver Valley:						
1st Mortgage.....	88,000	6	Jan. & July.	New York.	1870-78	....	1st Mortgage for \$150,000.....	125,000	7	May & Nov.	Philadelphia.	1882	....
Louisville Loan.....	100,000	6	"	"	1881	....	2d Mortgage for \$100,000.....	29,500	7	March & Sept.	"	1877	....
Louisville and Nashville:							New Haven and Darby:						
1st Mortgage, Main Stem.....	1,424,000	7	Jan. & July.	New York.	1899-77	98	1st Mortgage.....	300,000	7	May & Nov.	New York.	1888	....
1st Mortgage, Memphis Branch.....	267,000	7	May & Nov.	"	1870-75	96	New Haven and Northampton:						
1st Mortgage, Bardonia Branch.....	27,500	7	Jan. & July.	"	1870	....	1st Mortgage.....	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. Lebanon Branch Ext.....	58,000	7	May & Nov.	"	1880-86	92	1st Mort. (Hamps. & Hampd.).....	200,000	6	April & Oct.	"	1874	....
Louisville Loan, Main Stem.....	849,000	6	April & Oct.	"	1886-87	....	New Jersey:						
Louisville Loan, Lebanon Br.....	225,000	6	May & Nov.	"	1886	....	Company Bonds (var. issues).....	850,000	6	Feb. & Aug.	New York.	1875-87	93
Louisville Loan, Leb. Br. Ext.....	333,000	6	April & Oct.	"	1893	....	New London Northern:						
Consolid. 1st mort. for \$8,000,000	2,000,000	7	"	"	1898	90	1st Mortgage.....	60,000	7	Jun. & Dec.	New London.	1875	....
Louisville, N. Albany & Chicago:							1st Mortgage, Extension.....	370,000	7	March & Sept.	"	1885	....
1st Mort. New Albany & Salem	2,238,000	6	— & —	New York.	1892	....	2d Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
Macon and Brunswick:							N. Orleans, Jackson & Gt. North:						
1st Mort. endorsed by Georgia.....	140,000	7	Jan. & July.	New York.	1881	....	1st Mortgage for \$3,000,000.....	2,741,000	8	Jan. & July.	New York.	1886	78
Mahanoy and Broad Mountain:							2d Mortgage for \$1,500,000.....	1,157,000	8	April & Oct.	"	1890	70
1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1884	....	N. Orleans, Opelousas & Gt. Wm:						
Maine Central:							1st Mort. construction (80 m.).....	1,842,000	8	April & Oct.	New York.	1889	46
\$1,100,000 Loan.....	1,095,600	6*	Feb. & Aug.	Boston.	1890-91	....	2d Mort. (F.) for \$1,000,000 (80m.)	.....	8	Jan. & July.	"	1887	....
\$400,000 Loan.....	307,700	6	June & Dec.	"	1870-71	....	New York Central:						
Bangor City Loan.....	621,000	6	April & Oct.	"	1874	....	Premium, Sinking Fund Bonds.....	5,946,689	6	May & Nov.	New York.	1883	86
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....	Funding, Sinking Fund Bonds.....	1,514,000	7	Feb. & Aug.	"	1876	98
Marietta and Cincinnati:							Bonds for B. & N. Falls R.R. Co.....	76,000	6	May & Nov.	"	1883	....
1st Mortgage.....	2,454,342	7	Feb. & Aug.	Baltimore.	1891	87	Bonds for railroad stocks.....	592,000	6	"	"	1883	83 1/2
1st Mortgage, Sterling.....	1,050,000	7	"	London.	1891	....	Bonds for real estate.....	162,000	6	"	"	1883	85 1/2
2d Mortgage.....	2,500,000	7	May & Nov.	Baltimore.	1896	66	Bonds and mortgages.....	58,215	7	various.	"	var.	....
Scioto and Hooking Valley.....	300,000	7	"	"	1896	....	Convertible bonds.....	210,000	7	Feb. & Aug.	"	1876	120
Memphis and Charleston:							Renewal bonds of 1868.....	2,900,000	6	June & Dec.	"	1887	90
Tenn. State Loan.....	1,817,937	6	Jan. & July.	New York.	1890	....	New York and Flushing:						
1st Mortgage, Convertible.....	1,238,000	7	May & Nov.	"	1880	85	1st Mortgage.....	125,000	7	— & —	New York.	18--	....
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....	New York and Harlem:						
Memphis and Little Rock:							1st Mortgage of 1863.....	3,000,000	7	May & Nov.	New York.	1873	99 1/2
Tenn. State, endorsements.....	445,000	6	Jan. & July.	New York.	1890	....	Consolidated mortgage of 1863.....	1,797,000	7	Feb. & Aug.	"	1893	....
Mortgage (road and land).....	1,300,000	8	May & Nov.	"	1890	....	New York and New Haven:						
Ark. State Loan.....	900,000	7	Jan. & July.	"	1897	....	1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	94
Michigan Central:							New York, Providence & Boston:						
1st Mortgage, sterling.....	467,489	6*	Jan. & July.	London.	1872	....	1st Mortgage.....	250,000	6	Feb. & Aug.	New York.	1873-78	....
1st Mortgage, sterling, convertible	600,000	8*	March & Sept.	"	1869	....	Extension Bonds.....	250,000	6	May & Nov.	"	1883	....
1st Mortgage, dollars, convertible	1,294,500	8	"	New York.	1869	113 1/2	Norfolk and Petersburg:						
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1862	....	1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	72 1/2
Consol. Sinking Fund Mortgage	4,207,000	8	"	"	1882	121	1st Mortgage.....	303,000	8	"	"	1877	80
Michigan Southern & North. Ind.:							2d Mortgage for \$300,000.....	43,000	8	"	Norfolk.	1872	....
1st Mortgage, Sinking Fund.....	5,728,000	7	May & Nov.	New York.	1885	94 1/2	North Eastern:						
2d Mortgage.....	2,693,000	7	"	"	1877	88	1st Mortgage.....	700,000	7	March & Sept.	Charleston.	1869	75
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	"	1876	93	2d Mortgage for \$300,000.....	145,000	7	"	"	1868	....
Hiffin and Centre County:							North Missouri:						
1st Mortgage.....	172,500	6	April & Oct.	Philadelphia.	1885	....	1st Mortgage of 1865.....	6,000,000	7	Jan. & July.	New York.	1895	83 1/2
Milwaukee & Chicago, (40 miles):							2d Mortgage of 1868.....	4,000,000	7	April & Oct.	"	1888	....
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....	North Pennsylvania:						
3d Mortgage, ( " )	10,500	7	June & Dec.	"	1898	....	1st Mortgage.....	2,500,000	6	Jan. & July.	Philadelphia.	1880	87 1/2

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Carolina:							Portland and Kennebec:						
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Co.'s shops.	1867		1st Mortgage.....	\$230,000	6	April & Oct.	Boston.	1883	
New Loan for \$800,000.....		8	"	"	1887		Consolidated Bonds.....	300,000	6	"	"	1896	
Norwich and Worcester:							Pittsburg, Ft. Wayne & Chicago:						
1st Mort. (Mass. Loan) sng fund	400,000	6	Jan. & July.	Boston.	1877		1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1872	101
Construction bonds.....	124,500	7	"	"	1877		1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	
Steamboat mortgage.....	45,000	7	Feb. & Aug.	"	1870		1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	
Ogdensburg and Lake Champlain:							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	
1st Mort. conv. into pref. stock..	985,000	7	Jan. & July.	Boston.	1870		1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	
Equipment Bonds.....	300,000	8	"	"	'69-'78	100	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	
Ohio and Mississippi:							2d Mortgage (Series G).....	800,000	7	Jan. & July.	"	1912	94
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	92	2d Mortgage (Series H).....	800,000	7	Feb. & Aug.	"	1912	
1st Mortgage, W. Div.....	850,000	7	"	"	1872		2d Mortgage (Series I).....	800,000	7	March & Sept.	"	1912	
2d Mortgage, W. Div.....	556,000	7	"	"	1874		2d Mortgage (Series J).....	800,000	7	April & Oct.	"	1912	
Income, W. Div.....	221,500	7	April & Oct.	"	1882		2d Mortgage (Series K).....	800,000	7	May & Nov.	"	1912	
Consolidated Mort. for \$8,000,000	1,852,000	7	Jan. & July.	"	1898	83	2d Mortgage (Series L).....	800,000	7	June & Dec.	"	1912	
Consolidated Mort. sterling.....	83,420		"	London.	1898		3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	90
Oil Creek and Allegheny River:							Bridge (O. & P. R. R.) bonds..	163,000	7	May & Nov.	"	1876	
1st Mortgage.....	3,170,000	7	Jan. & July.	Philadelphia.	1897		Placerville and Sacramento:						
Old Colony and Newport:							1st Mortgage.....	225,000	10	Jan. & July.	San Francisco	1894	
Company Bonds.....	1,000,000	6	March & Sept.	Boston.	1876		1st Mortgage.....	525,000	10	"	"	1894	
Company Bonds.....	458,000	6	April & Oct.	"	1875		Providence, Warren and Bristol:						
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	93	1st Mortgage.....	100,000	8	March & Sept.	Providence.	1872	
Orange, Alexandria & Manassas:						101	2d Mortgage.....	50,000	8	June & Dec.	"	1877	
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80	Quincy and Toledo:						
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	"	1875		1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	
3d Mort. " "	673,500	8	May & Nov.	Richmond.	1873	73	Raritan and Delaware Bay:						
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	83	1st Mortgage, S. F. (68 m.).....	1,000,000	7	March & Sept.	New York.	1888	
1st Mort. (general).....	708,000	7	Jan. & July.	New York.	1882	70	"	250,000	7	"	"	1888	
Va. State Loan.....	249,962	6	"	"	1887	72	Equipment Bonds, convertible..	296,000	7	"	"	1876	
Oswego Valley:							Reading and Columbia:						
1st Mortgage 5-20 years.....	300,000	10	Jan. & July.	New York.	1888		1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	
Oswego and Rome:							2d Mortgage.....	350,000	7	June & Dec.	"	1884	
1st Mort. guar. by R. W. & O..	500,000	7	May & Nov.	New York.	1876		Rensselaer and Saratoga:						
Income.....	200,000	6	Feb. & Aug.	"	1891		1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	
Oswego and Syracuse:							1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"	1886	
1st Mortgage.....	493,500	6	May & Nov.	New York.	'70-'80		1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	
2d Mortgage.....	375,000	7	"	"	1885		2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'87	
Pacific of Mo.:							Richmond and Danville:						
Mortgage construction.....	1,500,000	7	Jan. & July.	New York.	1880	91	Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88	
St. Louis Loan.....	700,000	6	"	"	'71-'73		Bonds guaranteed by Virginia..	161,000	6	"	"	'75-'76	8
1st (new) Mortgage.....	7,000,000	6	Feb. & Aug.	New York.	1898	97	Consolidated, coupon.....	1,295,000	6	May & Nov.	"	'75-'80	
Panama:							Consolidated, registered.....	408,500	6	"	Richmond.	'75-'80	
1st Mortgage, Sterling.....	416,000	7	April & Oct.	London.	1870		Rich. Frederickburg & Potomac:						
1st Mortgage, Sterling.....	346,000	7	"	"	1875		Company Bonds, sterling.....	67,778	6	Jan. & July.	London.	1875	
2d Mortgage, Sterling.....	1,150,000	7	Feb. & Aug.	"	1872		Company Bonds, dollar.....	172,900	7	"	Richmond.		
Paterson and Newark:							Richmond and Petersburg:						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York	1888		Company Bonds (coup. & reg.)..	130,500	7	June & Dec.	N. Y. & Rich.	1875	
Pemberton and Hightstown:							Company Bonds (coupons).....	175,000	8	March & Sept.	Philadelphia.	1870	
1st Mortgage endorsed.....	100,000	7	"	New York.	1877		Richmond and York River:						
Peninsula (C. & N. W.):							1st Mortgage.....	600,000	8	"	New York.	18—	
1st Mortgage.....	1,010,000	7	March & Sept.	New York.	1898	96	Roanoke Valley (R. & Dan.):						
Pennsylvania:							1st Mortgage.....	160,900	7	Feb. & Aug.	Richmond.	'69-'76	
1st Mort. { Harrisb. to Pittab. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	98	Rockford, R. Island & St. Louis:						
2d Mort. { " " }	2,594,000	6	April & Oct.	"	1875		1st Mortgage, convertible, S.F. free	9,000,000	7	Feb. & Aug.	N. Y. & Lond.	1919	96
2d Mort. { " " }	2,283,840	6	"	London.	1875	94	Rock Island and Peoria:						
General Mortgage.....	1,545,000	6	J. A. J. & O.	Philadelphia.	1910		1st Mortgage.....	1,384,000	7	"	New York.	18—	
State lien on whole property.....	6,232,755	5	April & Oct.	Harrisburg.	1880		Rome, Watertown & Ogdensb.:						
Short Bonds and Debentures.....	3,520,728	6	J. A. J. & O.	Philadelphia.	'69-'71		1st Mortgage, Sinking Fund.....	571,000	7	June & Dec.	New York.	1891	100
Pennsylvania and New York:							Sinking Fund (Watert. & Rome.)	757,500	7	March & Sept.	"	1880	
1st Mortgage guaranteed.....	2,607,000	7	"	Philadelphia.	18—	90	1st Mort. (Potdam & Watert.)	511,500	7	June & Dec.	"	'69-'74	
Pensacola and Georgia:							Rutland and Burlington:						
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—		1st Mort. conv. into pref. stock..	1,800,000	7	Feb. & Aug.	Boston.	1863	140
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	18—		2d Mort. conv. into com. stock..	937,500	7	"	"	1863	60
2d Mortgage.....	255,000	8	"	"	18—		Sacramento Valley:						
Peoria and Bureau Valley:							1st Mortgage.....	400,000	10	Jan. & July.	New York.	1875	
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—		2d Mortgage.....	329,000	10	Feb. & Aug.	Sacramento.	1881	
Peoria, Pekin and Jacksonville:							St. Joseph and Council Bluffs:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887		1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	
Perklemen:							1st Mortgage (in Iowa 52 m.)...	150,000	10	"	"	1893	
1st Mortgage.....	255,000	6	"	Philadelphia.	18—		2d Mortgage ( " " ).....	500,000	7	"	"	1882	
Perth Amboy and Woodbridge:							St. Louis, Alton and Terre Haute:						
1st Mortgage, guaranteed.....	100,000	6	"	New York.	18—		1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	92
Philadelphia and Baltimore Cent:							1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1894	
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876		2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	79
Philadelphia and Erie:							2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	96	2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	73
1st Mortgage (General).....	5,000,000	6	"	"	1881	84	St. Louis and Iron Mountain.						
2d Mortgage.....	4,000,000	7	"	"	1901	84	1st Mortgage for \$4,000,000.....	3,000,000	7	Feb. & Aug.	New York.	1892	81
3d Mortgage for \$3,000,000.....	600,000	7	Jan. & July.	"	1885		St. Louis, Jacksonville & Chicago:						
Philadelphia, Germant. & Norlat:							1st Mortgage (\$15,000 per mile).	2,365,000	7	April & Oct.	New York.	1884	87
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882		2d Mortgage (\$5,000 per mile)...	360,000	7	Jan. & July.	"	1898	
Philadelphia and Reading:							St. Louis and St. Joseph:						
Bonds of 1849.....	401,000	6	April & Oct.	Philadelphia.	1870	100	1st Mortgage.....	1,000,000	6	May & Nov.	New York.	1893	
Bonds of 1861.....	106,000	6	Jan. & July.	"	1871	96	St. Louis, Vandalia & T. Haute:						
Bonds of 1886-43-44-48 and 49..	2,497,800	6	"	"	1880	90	1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	
Bonds of 1887, convertible.....	171,500	6	"	"	1886	97	2d Mortgage, S. F., guaranteed.	2,600,000	7	"	"	18—	
Bonds of 1886, Sterling.....	182,400	6	"	London.	1880		St. Paul and Chicago:						
Bonds of 1886, Sterling, conv.....	288,000	7	"	"	'72-'77		1st Mort. S.F. guar. for \$4,000,000		8	J. A. J. & O.	New York.	1900	
Bonds of 1888 for renewals.....	477,500	6	April & Oct.	"	1893		St. Paul and Pacific 1st Division:						
Mort. bonds of '68, clear of taxes	2,355,000	7	"	Philadelphia.	1893	102	1st Mortgage (10 miles).....	120,000	8	March & Sept.	New York.	1892	
Philadelphia and Trenton:							1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	"	1892	
1st Mort. (Camden & Amboy)...	200,000	6	May & Nov.	Philadelphia.	1868		2d Mortgage and Land Grant.....	1,200,000	7	June & Dec.	"	1892	
Philadelphia, Wilmington & Balt:							General Mort. stg. for \$780,000..		7	Jan. & July.	London.	18—	
Mortgage Loan, convertible.....	355,000	6	Jan. & July.	Philadelphia.	1884	93	General Mort., dol. for \$2,020,000		7	"	New York.	18—	
Bonds of 1886.....	1,000,000	6	April & Oct.	"	'71-'78		St. Paul and Sioux City:						
Bonds of 1887.....	945,000	6	"	"	1887		1st Mortgage for \$16,000 p. m....	100,000	7	Jan. & July.	New York.	1896	
Pittsburg, Cincinnati & St. Louis:							Salem:						
1st Mortgage, guaranteed.....	4,008,000	7	Feb. & Aug.	Philadelphia.	1900		1st Mortgage.....	100,000	7	Jan. & July.	Philadelphia.	18—	
Pittsburg and Connellsville:							Salem and Lowell:						
1st Mort. (Turtle Creek Div.)...	400,000	6	Feb. & Aug.	New York.	1889		1st Mortgage.....	225,900	6	Feb. & Aug.	Boston.	1876	98
1st Mort. (new) for \$4,000,000...		7	Jan. & July.	Baltimore.	1899	80	Sandusky, Mansfield and Newark:						
Port Huron and Lake Michigan:							1st Mortgage.....	1,290,000	7	Jan. & July.	New York.	1875	
1st Mortgage for \$16,000 p.m....	1,800,000	7	May & Nov.	N. Y. & Lond.	1899	95	Funded Coupons.....	860,000	7	"	"	1875	
Potdam and Watert. (R. W. & O.)							Schuykill and Susquehanna:						
1st Mortgage, guaranteed.....	511,500	7	June & Dec.	New York.	'69-'74		1st Mortgage.....	97,000	6	Jan. & July.	Philadelphia.	1873	



## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Seaboard and Roanoke:							Vicksburg and Meridian:						
1st Mortgage.....	\$210,000	7	&	New York.	1880		Consolidated Mort.—1st class...	\$722,500	7	Apr. & Oct.	Philadelphia.	1890	....
3d Mortgage.....	71,000	7	&	"	1870		" " 2d class...	850,000	7	"	"	1890	....
Belma and Meridian:							" " 3d class...	154,000	7	or	"	1890	....
1st Mortgage.....	79,873	...	&	&	...		" " 4th class...	1,263,000	7	Jan. & Jul.	"	1890	....
2d Mortgage.....	52,000	...	&	&	...		Virginia and Tennessee:						
3d Mortgage.....	665,000	...	&	&	...		1st Mortgage.....	404,000	6	June & Dec.	New York.	1872	....
Belma, Rome and Dalton:							2d Mortgage.....	23,500	6	"	"	1868	64
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872		3d Mortgage (Enlarged).....	990,000	6	"	"	1884	66
2d Mort. (Ala. and Tenn. River)	241,100	8	"	"	1864		Income Bonds.....	138,500	6	"	"	1865	....
Gen. Mort. (S.R. & D.) free of tax	5,000,000	7	April & Oct.	"	1887		Funding Bonds (\$1,000,000).....	736,000	8	"	"	1890	72
Shamokin Valley and Pottsville:							Warren:						
1st Mortgage.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	72	1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....
Shenandoah and Fond Lac:							Warwick Valley:						
1st Mortgage.....	264,000	7	Feb. & Aug.	New York.	1884	....	1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....
Sioux City and Pacific:							Western Alabama:						
1st Mortgage.....	1,628,320	7	April & Oct.	New York.	1898	....	1st Mortgage, guar.....	500,000	7	April & Oct.	New York.	1885	....
2d Mortgage (Gov. subsidy).....	1,628,320	6	Jan. & July.	"	1898	....	West Wisconsin:						
Somerset and Kennebec:							1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
1st Mortgage.....	300,000	6	June & Dec.	Augusta.	1874	....	West Chester and Philadelphia:						
2d Mortgage.....	250,000	6	"	"	1876	....	1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	....
Shore Line (N. H. & N. L.):							2d Mortgage, registered.....	562,000	8	April & Oct.	"	1878	00
1st Mortgage, reconstruction...	55,000	7	March & Sept.	New Haven.	1880	....	West Jersey:						
South Carolina:							Loan of 1883 for \$400,000.....	400,000	6	March & Sept.	Philadelphia.	1883	01
Sterling Bonds \$452,912.....	2,612,944	5	Jan. & July.	London.	'71-'85	....	Loan of 1896 for \$1,000,000.....	983,500	6	Jan. & July.	"	1896	....
Sterling Bonds \$59,031.....	262,366	5	"	Charleston.	'71-'85	....	Western (Boston and Albany):						
Domestic Bonds.....	418,016	6	"	"	'73-'74	....	Sterling Loans, \$890,900.....	2,051,520	5	April & Oct.	London.	'00-'71	97
Domestic Bonds.....	663,500	7	April & Oct.	"	'69-'72	....	Dollar Bonds.....	798,000	6	"	Boston.	1875	97
Domestic Bonds.....	353,500	7	Jan. & July.	"	'88-'91	....	Western Maryland:						
South and North Alabama:							1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	01
1st Mort. (\$16,000 p.m.) endorsed	...	8	&	New York.	1889	....	2d Mort. for \$300,000, end. by B.	300,000	6	"	"	1890	01
South Shore:							2d M. for \$300,000, end. by W.Co.	300,000	6	"	"	1890	70
1st Mortgage.....	150,000	6	April & Oct.	Boston.	1880	60	Western Pennsylvania:						
South Side, Va.:							1st Mortgage, guaranteed.....	1,800,000	6	April & Oct.	Philadelphia.	18—	79
Virginia State Loan.....	800,000	6	Jan. & July.	New York.	1887	....	Western Union:						
2d Mort. guar. by Petersburg...	300,000	6	"	Petersburg.	'70-'75	62	1st Mortgage for \$5,000,000.....	4,000,000	7	Feb. & Aug.	New York.	1896	....
3d Mort. (for City Point R. R.)...	175,000	6	"	"	'65-'68	....	Whitehall and Plattsburg:						
4th Mortgage.....	317,000	6	"	"	'70-'72	....	1st Mortgage.....	250,000	7	Jan. & July.	New York.	1873	....
Consol. Mortgage.....	...	8	"	New York.	'84-'90	....	Wilcomico and Pocomoke:						
South Side, L. I.:							1st Mortgage.....	150,000	6	Jan. & July.	Philadelphia.	1888	....
1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....	Wilm., Charlotte & Rutherford:						
South Western:							N. Car. State Loan.....	2,320,000	6	Jan. & July.	New York.	'00-'02	....
1st Mortgage.....	699,500	8	various.	Macon.	'75-'85	....	1st Mortgage guar. by State.....	...	8	"	"	1897	75
South West Pacific:							Wilmington and Manchester:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6	Jan. & July.	New York.	1871	....	1st Mortgage, 1st pref.....	725,000	7	June & Dec.	New York.	1886	....
Southern Minnesota:							2d Mortgage, 2d pref.....	146,000	7	"	"	1886	....
1st Mort. (10-20 yrs) \$20,000 p.m.	...	8	Jan. & July.	New York.	1888	....	1st Mortgage, 3d pref.....	528,000	7	"	"	1886	....
Springfield and Columbus:							2d Mortgage.....	80,000	7	May & Nov.	"	1873	....
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1871	....	Wilmington and Weldon:						
Staten Island:							1st Mortgage, Sterling.....	576,888	6	Jan. & July.	London.	1881	....
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....	2d Mortgage, Sterling.....	197,777	7	May & Nov.	"	1886	....
Sterling Mountain:							Sinking Fund Mortgage.....	608,000	7	Jan. & July.	New York.	1890	91
1st Mortgage.....	350,000	7	&	New York.	1874	....	York and Cumberland (N. Cent.):						
Sullivan:							1st Mortgage.....	175,000	6	May & Nov.	Baltimore.	1870	....
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....	2d Mortgage.....	25,000	6	Jan. & July.	"	1871	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....	3d Mortgage.....	500,000	6	"	"	1877	....
Syracuse, Binghamton and N. Y.:							CANAL BONDS:						
1st Mortgage.....	1,720,000	7	April & Oct.	New York.	1876	....	Chesapeake and Delaware:						
Summit Branch:							1st Mortgage.....	2,254,000	7	Jan. & July.	Philadelphia.	1882	95
1st Mortgage.....	528,000	6	&	Philadelphia.	18—	....	Chesapeake and Ohio:						
Sussex:							State (Md.) Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	01
1st Mortgage.....	200,000	6	&	New York.	18—	....	Sterling, guaranteed.....	4,375,000	5	"	London.	1890	....
Toga:							Preferred Bonds.....	1,999,500	6	Jan. & July.	Baltimore.	1886	....
1st Mortgage.....	250,500	7	May & Nov.	Philadelphia.	1872	96	Delaware Division:						
Toledo, Peoria and Warsaw:							1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1878	82
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	....	Delaware and Hudson:						
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	79	1st Mortgage.....	531,000	7	March & Sept.	New York.	1870	....
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	"	1886	....	1st Mortgage (new).....	1,500,000	7	May & Nov.	"	1877	....
Toledo, Wabash and Western:							Delaware and Raritan (See Camden and						
1st Mort. (Tol. & Ill. 75 m.)...	900,000	7	Feb. & Aug.	New York.	1890	88	Amboy R. R.)						
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890	....	Erie of Pennsylvania:						
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	81	1st Mortgage.....	673,798	7	Jan. & July.	Philadelphia.	1865	....
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	"	"	1871	....	Interest Bonds.....	161,900	7	"	"	18—	....
Equip't Bonds (T. & W. 75m.)	600,000	7	"	"	1883	75	Illinois and Michigan:						
Consol. M. (T. W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	"	1907	83	Ill. State bonds, sterling, coupon	767,222	6	April & Oct.	London.	1870	....
Troy and Boston:							Ill. State bonds, sterling, reg....	500,967	6	"	"	1870	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	Ill. State bonds, stg. coup. & reg.	32,700	6	"	New York.	1870	....
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	Ill. State b'ds, cur. coup. & reg.	35,400	6	Jan. & July.	"	1870	....
3d Mortgage.....	650,000	7	May & Nov.	"	1875	....	Lehigh Coal and Navigation:						
Convertible Bonds.....	325,000	7	March & Sept.	"	1882	....	1st Loan.....	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
Troy Union:							2d Loan.....	5,006,122	6	"	"	1884	81
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	3d Loan.....	2,000,000	6	"	"	1897	....
2d Mortgage, guaranteed.....	360,000	6	"	"	1878	....	Gold Loan.....	5,000,000	6	June & Dec.	"	1897	97
Union Pacific:							Convertible Loan.....	1,201,850	6	"	"	1877	80
1st Mortgage, free.....	26,638,000	6	Jan. & July.	New York.	'95-'99	85	Monongahela Navigation:						
2d Mortgage (Gov. subsidy).....	26,638,000	6	"	"	'95-'99	....	1st Mortgage.....	125,000	6	Jan. & July.	Pittsburg.	1887	....
Union Pacific—Central Branch:							2d Mortgage.....	57,000	6	"	"	18—	....
1st Mortgage.....	1,600,000	6	May & Nov.	New York.	1895	....	Morris and Banking:						
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	"	1895	....	1st Mortgage.....	465,500	6	April & Oct.	Jersey City.	1876	90
Union Pacific—Eastern Division:							2d Mortgage.....	302,750	6	"	"	1876	70
1st Mortgage on 140 miles.....	2,240,000	6	Feb. & Aug.	New York.	1895	....	Boat Loan.....	232,087	6	"	"	1886	80
1st Mortgage on 254 miles.....	4,063,000	6	June & Dec.	"	1896	....	North Branch:						
2d Mortgage (Gov. subsidy).....	6,303,000	6	Jan. & June.	"	'95-'97	....	1st Mortgage.....	500,000	6	May & Nov.	Philadelphia.	1876	....
1st Mort. (Leavenworth Br.).....	600,000	7	May & Nov.	"	1896	....	Schuylkill Navigation:						
Land Grant Mort. for \$500,000...	361,000	7	March & Sept.	"	'71-'76	....	1st Mortgage.....	1,764,550	6	March & Sept.	Philadelphia.	1872	77
Income bonds \$10,000 p. m.	4,275,350	7	June 1, '71.	"	1916	....	2d Mortgage.....	3,980,670	6	Jan. & July.	"	1882	53
Vermont Central:							Improvement Loan.....	1,001,670	6	May & Nov.	"	1876	61
1st Mortgage.....	3,000,000	7	June & Dec.	Philadelphia.	1886	76	Susquehanna and Tide Water:						
2d Mortgage.....	1,500,000	7	"	Boston.	1891	37	Md. State Loan, sterling.....	1,000,000	6	Jan. & July.	London.	1885	....
Equip. Loan (Vt. C. & Vt. & Ca.)	1,000,000	6	May & Nov.	"	'76-'77	99	Coupon Bonds.....	1,250,000	6	"	Baltimore.	1878	57
Vermont and Massachusetts:							Preferred Interest Bonds.....	325,000	6	"	"	1894	....
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	88	Union (Pa.):						
Vermont Valley:							1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	....
1st Mortgage.....	886,000	7	April & Oct.	New York.	1880	....	West Branch and Susquehanna:						
2d Mortgage.....	114,000	6	"	Boston.	1880	....	1st Mortgage, sinking fund....	760,000	6	Jan. & July.	Philadelphia.	1878	....
3d Mortgage.....	129,200	7	"	New York.	1869	....	Wyoming Valley:						
							1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1878	80

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (---) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

Year ending	Railroad		Rolling Stock		Property and Assets		Abstract of General Balance Sheet				Operations			Earnings		Value of Shares								
	Main Line.	Branch Lines.	2d Track and Sidings.		Railroad in progress.	Engines.	Pass.	R. M. E.	Freight.	Property and Assets.		Liabilities.		Trains Moved.	Carried one mile.	Gross.	Net.	Dividends.	Par.	Market.				
			M.	M.						Rolling Stock.	Assets.	Accounts and Cash.	Stocks.								Bonds.	Accounts.	Surplus Income.	Railroad Operated.
Sept. 30, 1898	25.0		0.4	157.6	1	1	1	1	6	2,079,058			1,188,000	915,000	418,711		241.7	15,972	10,719	3,439	100	100		
June 30, 1899	70.0		11.2	15.9	17	15	15	6	182	5,839,598			1,891,398	2,802,000	500,000	401,830		120.0	291,226	7,081,364	538,823	277,519	100	100
Sept. 30, 1899	125.0		12.0	48.0	12	10	10	6	102	6,942,738			2,241,250	4,000,000	1,801,548			132.0	302,503	870,186	946,406	445,907	100	100
Jan. 30, 1899	132.0		4.9		7	6	110	110	110	800,000							68.0	120,110	87,700	49,327	185,226	75,428	100	100
Jan. 30, 1899	28.5		5.0		1.8		7	6	110	110	800,000							120,110	87,700	49,327	185,226	75,428	100	100
Nov. 30, 1898	25.0		5.2		1.8		7	6	110	110	800,000							120,110	87,700	49,327	185,226	75,428	100	100
Oct. 30, 1898	86.7		38.2	90.0	16	14	16	37	37	3,870	1,200,220			117,052	20,000	195,000		60.7	607	606,524	381,071	111,907	100	100
Sept. 30, 1898	37.3		48.0	33.0	20	14	16	37	37	3,870	1,200,220			117,052	20,000	195,000		60.7	607	606,524	381,071	111,907	100	100
May 31, 1897	94.9		7.7		7	4	17	6	110	110	800,000							120,110	87,700	49,327	185,226	75,428	100	100
Sept. 30, 1898	15.5		1.5	25.0	0.1	1	1	1	6	2,079,058			1,188,000	915,000	418,711		241.7	15,972	10,719	3,439	100	100		
Sept. 30, 1898	30.0		8.0	23.0	1	1	1	1	6	2,079,058			1,188,000	915,000	418,711		241.7	15,972	10,719	3,439	100	100		
Sept. 30, 1898	16.5		5.0	195.0	2	1	1	1	6	2,079,058			1,188,000	915,000	418,711		241.7	15,972	10,719	3,439	100	100		
Dec. 31, 1898	16.0		5.0	195.0	2	1	1	1	6	2,079,058			1,188,000	915,000	418,711		241.7	15,972	10,719	3,439	100	100		
Dec. 31, 1898	67.0		5.0	195.0	2	1	1	1	6	2,079,058			1,188,000	915,000	418,711		241.7	15,972	10,719	3,439	100	100		
Jan. 30, 1898	64.0		5.0	195.0	2	1	1	1	6	2,079,058			1,188,000	915,000	418,711		241.7	15,972	10,719	3,439	100	100		
Jan. 30, 1898	21.2		1.9		5.4		14	108	34	2,334	600,000			600,000				120,110	87,700	49,327	185,226	75,428	100	100
Nov. 30, 1898	16.8		1.5	206.6	1	1	1	1	6	2,079,058			1,188,000	915,000	418,711		241.7	15,972	10,719	3,439	100	100		
Nov. 30, 1898	23.6		1.5	206.6	1	1	1	1	6	2,079,058			1,188,000	915,000	418,711		241.7	15,972	10,719	3,439	100	100		
Nov. 30, 1898	83.8		19.5	121.0	1	1	1	1	6	2,079,058			1,188,000	915,000	418,711		241.7	15,972	10,719	3,439	100	100		
Nov. 30, 1898	23.8		1.8	45.8	28	20	24	82	24	665	1,000,000			1,000,000				120,110	87,700	49,327	185,226	75,428	100	100
Nov. 30, 1898	23.8		1.8	45.8	28	20	24	82	24	665	1,000,000			1,000,000				120,110	87,700	49,327	185,226	75,428	100	100
Nov. 30, 1898	76.3		5.8	55.8	42	30	42	78	21	998	2,000,000			2,000,000				120,110	87,700	49,327	185,226	75,428	100	100
Nov. 30, 1898	47.0		7.0	46.5	30	40	42	78	21	998	2,000,000			2,000,000				120,110	87,700	49,327	185,226	75,428	100	100
Nov. 30, 1898	23.0		2.0		2.0		2	2	2	2	2,000,000			2,000,000				120,110	87,700	49,327	185,226	75,428	100	100
Nov. 30, 1898	22.3		1.0		1.0		2	2	2	2	2,000,000			2,000,000				120,110	87,700	49,327	185,226	75,428	100	100
Nov. 30, 1898	22.3		1.0		1.0		2	2	2	2	2,000,000			2,000,000				120,110	87,700	49,327	185,226	75,428	100	100
Nov. 30, 1898	22.3		1.0		1.0		2	2	2	2	2,000,000			2,000,000				120,110	87,700	49,327	185,226	75,428	100	100
Nov. 30, 1898	22.3		1.0		1.0		2	2	2	2	2,000,000			2,000,000				120,110	87,700	49,327	185,226	75,428	100	100
Nov. 30, 1898	22.3		1.0		1.0		2	2	2	2	2,000,000			2,000,000				120,110	87,700	49,327	185,226	75,428	100	100
Nov. 30, 1898	22.3		1.0		1.0		2	2	2	2	2,000,000			2,000,000				120,110	87,700	49,327	185,226	75,428	100	100
Nov. 30, 1898	22.3		1.0		1.0		2	2	2	2	2,000,000			2,000,000				120,110	87,700	49,327	185,226	75,428	100	100
Nov. 30, 1898	22.3		1.0		1.0		2	2	2	2	2,000,000			2,000,000				120,110	87,700	49,327	185,226	75,428	100	100
Nov. 30, 1898	22.3		1.0		1.0		2	2	2	2	2,000,000			2,000,000				120,110	87,700	49,327	185,226	75,428	100	100
Nov. 30, 1898	22.3		1.0		1.0		2	2	2	2	2,000,000			2,000,000				120,110	87,700	49,327	185,226	75,428	100	100
Nov. 30, 1898	22.3		1.0		1.0		2	2	2	2	2,000,000			2,000,000				120,110	87,700	49,327	185,226	75,428	100	100
Nov. 30, 1898	22.3		1.0		1.0		2	2	2	2	2,000,000			2,000,000				120,110	87,700	49,327	185,226	75,428	100	100
Nov. 30, 1898	22.3		1.0		1.0		2	2	2	2	2,000,000			2,000,000				120,110	87,700	49,327	185,226	75,428	100	100
Nov. 30, 1898	22.3		1.0		1.0		2	2	2	2	2,000,000			2,000,000				120,110	87,700	49,327	185,226	75,428	100	100
Nov. 30, 1898	22.3		1.0		1.0		2	2	2	2	2,000,000			2,000,000				120,110	87,700	49,327	185,226	75,428	100	100
Nov. 30, 1898	22.3		1.0		1.0		2	2	2	2	2,000,000			2,000,000				120,110	87,700	49,327	185,226	75,428	100	100
Nov. 30, 1898	22.3		1.0		1.0		2	2	2	2	2,000,000			2,000,000				120,110	87,700	49,327	185,226	75,428	100	100
Nov. 30, 1898	22.3		1.0		1.0		2	2	2	2	2,000,000			2,000,000				120,110	87,700	49,327	185,226	75,428	100	100
Nov. 30, 1898	22.3		1.0		1.0		2	2	2	2	2,000,000			2,000,000				120,110	87,700	49,327	185,226	75,428	100	100
Nov. 30, 1898	22.3		1.0		1.0		2	2	2	2	2,000,000			2,000,000				120,110	87,700	49,327	185,226	75,428	100	100
Nov. 30, 1898	22.3		1.0		1.0		2	2	2	2	2,000,000			2,000,000				120,110	87,700	49,327	185,226	75,428	100	100
Nov. 30, 1898	22.3		1.0		1.0		2	2	2	2	2,000,000			2,000,000				120,110	87,700	49,327	185,226	75,428	100	100
Nov. 30, 1898	22.3		1.0		1.0		2	2	2	2	2,000,000			2,000,000				120,110	87,700	49,327	185,226	75,428	100	100
Nov. 30, 1898	22.3		1.0		1.0		2	2	2	2	2,000,000			2,000,000				120,110	87,700	49,327	185,226	75,428	100	100
Nov. 30, 1898	22.3		1.0		1.0		1																	



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Feb. 25, 1868	1869	1870	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	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## CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

## HORSE PASSENGER RAILROAD SHARE LIST.

## PASSENGER RAILROAD BONDS.

Years ending.	Length equi. single track.	Horse a' u Dummies.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.	Earnings.	Dividends on paid Capital.	Value of Shares.			
	m.	No.	No.				Bonded Debt.	Floating Debt.	Gross.	Net.	Par.	Paid.	Market.
Sept. 30, '68	7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	100	100	100
Nov. 30, '68				Albany st. Freight (B'ton).Mass.		150,000					100	100	100
Oct. 31, '68	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093	100	100	100
Dec. 31, '68	31.00	480	80	Baltimore City.....Md.	1,747,127	900,000	604,000	40,713	302,566	51,760	100	100	100
Sept. 30, '68	22.00	401	50	Bleeker st. & F.F. (N.Y.C.)N.Y.	110,000	110,000			8,800	1,193	6.8	100	100
Nov. 30, '68	3.53			Boston and Chelsea.....Mass.	277,169	200,000	35,000	20,097	115,172	11,882	8.0	100	100
Sept. 30, '68	10.76	162	40	Broadway (Brooklyn).....N.Y.	522,895	2,100,000	1,600,000		664,652	184,914	100	100	100
Sept. 30, '68	16.00	791	106	B'dway & 7th Av. (N.Y.C.)N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.	100	100	100
Sept. 30, '68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	1,164,204	1,500,000	300,000		1,197,309	283,938	12.0	100	100
Sept. 30, '68	14.00	1420	291	Brooklyn City.....N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	100	100	100
Sept. 30, '68	11.00	201	43	Brooklyn City & Newtown.N.Y.	434,600	254,600	300,000	1,487	20,621	9,021	100	100	100
Sept. 30, '68	0.50	40	12	B'klyn, Prosp. P. & Flatb.N.Y.	214,489	144,600	45,000	2,500	99,734	17,427	50	50	50
Sept. 30, '68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	318,909	60,300	186,000	109,500	20,508	72	100	100	100
Sept. 30, '68	15.21	197	53	Buffalo street.....N.Y.	264,982	262,200	2,000	5,040	18,645	4,097	10	10	10
Sept. 30, '68	7.85			Bushwick (Brooklyn).....N.Y.	731,671	727,800	150,000	94	512,962	18,812	100	100	100
Nov. 30, '68	28.52			Cambridge (Boston).....Mass.	29,758	21,130	6,000		18,645	4,097	10	10	10
Sept. 30, '68	1.76	39		Central City (Syracuse).....N.Y.	1,627,021	1,065,200	625,000	33,644	512,962	18,812	100	100	100
Sept. 30, '68	36.00	561	149	Cen. P. & E.R. (N.Y.C.)N.Y.							100	100	100
Dec. 31, '68	9.20			Cincinnati street.....O.	179,735	192,750			227,369	95,876	32.1	50	191
Oct. 31, '68	7.25	200	37	Citizens' (10th & 11th sts.) (Ph.)Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44
Oct. 31, '68	9.00	146	30	Citizens' (Pittsburg).....Pa.	645,925	500,000	218,000	19,587	121,637	Loss.	100	100	100
Dec. 31, '68	6.50			City Passenger (Cin.).....O.	772,303	1,200,000	700,000		669,174	135,905	100	100	100
Sept. 30, '68	14.83	236	18	Coney Island (Brooklyn).....N.Y.	42,605	34,815		2,448	8,721	3,443	100	100	100
Sept. 30, '68	22.89	792	116	Dry Dock, E.B. & B. (N.Y.C.)N.Y.	24,275	26,000	500		10,444	3,732	25	25	25
Sept. 30, '68	3.50			Dunkirk and Fredonia.....N.Y.	1,455,161	1,000,000	203,000		804,191	190,391	12.0	100	100
Oct. 31, '68	1.63	10	3	Easton and S. Easton.....Pa.	152,917	150,000			6,761	2,468	100	100	100
Sept. 30, '68	18.00	872	100	Eighth Avenue (N.Y. City)N.Y.	27,533	28,170			841,781	65,984	10.0	100	100
Dec. 31, '68	8.00	52	9	Fairhaven and Westville.....Conn.	1,041,204	748,000	260,000		299,228	66,713	5.0	50	50
Sept. 30, '68	1.74			Fifth Ward (Syracuse).....N.Y.	762,491	491,750	200,000		8,653	159	100	100	100
Sept. 30, '68	15.38	387	60	42d st. & Gr'd st. F. (N.Y.C.)N.Y.	54,200	42,500	9,000	400	322,439	85,644	97.4	50	15
Oct. 31, '68	16.37	298	40	Frankford & Southwark (Ph.)Pa.	562,270	112,245	350,000		117,342	25,119	8.5	50	17
Sept. 30, '68	3.25	16	5	Germantown (Phila.).....Pa.	171,712	170,000			72,870	5,321	100	100	100
Oct. 31, '68	34.25	356	81	Germantown (Phila.).....Pa.	200,000	170,000	30,000		187,103	22,887	7.5	50	15
Oct. 31, '68	5.40	125	26	Girard College (Phila.).....Pa.	236,220	150,000	100,000						
Sept. 30, '68	5.50	92	15	Gr'd st. & Newtown (B'k'n)N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.	100	100	100
Oct. 31, '68	5.09	224	42	Green and Coates st. (Phila.)Pa.	60,129	41,995	9,350	2,063	9,272	Loss.	25	24	24
Sept. 30, '68	10.00	122	23	Greenpoint & Wmbg. (B'k'n)N.Y.	180,000	180,000					100	100	100
Sept. 30, '68	2.14	18	6	Harlem Br. Morr. & F'dham.N.Y.	472,687	306,390	165,700	3,292	262,829	40,431	50	50	12
Oct. 31, '68	9.00	19	6	Hartford & Wethersfield. Conn.	161,535	106,700	74,000	9,272			100	100	100
Oct. 31, '68	13.17	345	78	Hest. Mant. & P'mount (Ph.)Pa.									
Dec. 31, '68				Hoboken and Hudson City.N.J.									
Sept. 30, '68	2.50			Hoboken and Weehawken.N.J.									
Dec. 31, '68	10.47			Hudson Av. (Brooklyn).....N.Y.									
Sept. 30, '68	3.56	28	9	Jersey City & Bergen Point.N.J.									
Oct. 31, '68	5.20	113	21	Kingston and Rondout.....N.Y.	78,989	75,000			20,971	2,170	31	100	100
Nov. 30, '68	4.03	48	9	Lombard and South st. (Ph.)Pa.	165,627	90,000	62,500	10,560	70,353	9,702	25	9	9
Nov. 30, '68	12.50	201	32	Lowell Horse.....Mass.	69,416	55,830		2,080	129,240	3,411	100	100	100
Nov. 30, '68	3.60			Lynn and Boston.....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.	100	100	100
Nov. 30, '68	1.00			Malden and Melrose (B'tn).Mass.	60,246		52,600		24,472				
Nov. 30, '68	3.08			Marginal Freight (Boston).Mass.	177,624	177,700					100	100	100
Nov. 30, '68	5.11	37	6	Medford & Charlestown (B'tn).Mass.	27,500	21,000	6,500		2,240		100	100	100
Nov. 30, '68	6.00	58	13	Merrimack Valley.....Mass.	50,241	50,000		12,810	18,014	2,249	100	100	100
Nov. 30, '68	42.86	791	156	Metropolitan (Brooklyn).....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	100	100	100
Nov. 30, '68	7.42	254	47	Metropolitan (Boston).....Mass.	1,543,729	1,250,000	177,164	765,981	135,284	10.0	100	100	100
Nov. 30, '68	12.20	180	32	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659	100	100	100
Nov. 30, '68	3.39	17	4	Ninth Avenue (N.Y. City)N.Y.	468,322	797,320	167,000		95,848	595	100	100	100
Nov. 30, '68	2.16	6	2	Northampton & Wmburg.Mass.	300,000	300,000			13,854	562	100	100	100
Oct. 31, '68	7.25	73	13	North Woburn (Boston).....Mass.	27,657	20,950	8,000	4,429	4,174	808	100	100	100
Dec. 31, '68	17.5	167	28	Oakland & E. Liberty (Phg.)Pa.	105,457	59,500	17,000	43,094	49,929		50	50	50
Dec. 31, '68	3.51			Orange and Newark.....N.J.	682,438	289,550	380,000	26,500	147,327	24,479	50	50	50
Oct. 31, '68	9.17	30	8	Passenger (Cin.).....O.	100,000	100,000					100	100	100
Oct. 31, '68	7.07	271	48	Peoples' street (Scranton).....Pa.	110,907	104,028			16,003	Loss.	15	100	100
Oct. 31, '68	5.89	50	14	Philadelphia City (C. & W.)Pa.	446,285	225,000	200,000	21,265	250,567	45,270	20	15	45
Oct. 31, '68	8.50	140	28	Philadelphia and Darby.....Pa.	250,419	180,000	89,000		40,374	11,622	4	20	20
Oct. 31, '68	8.25	153	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500		87,643	16,274	7	50	25
Oct. 31, '68	5.20	80	12	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.5	50	31
Dec. 31, '68	6.88	92	16	Pittsburg and Birmingham.....Pa.	108,488	82,000	10,600	30,082	70,706	4,481	7.35	50	41
Nov. 30, '68	5.69	55	9	Portland.....Me.	160,300	160,300		600	45,007	12,809	7	100	100
Oct. 31, '68	8.00	48	12	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592			100	100	100
Sept. 30, '68	10.50	96	22	Ridge Av. & Manayunk (Ph.)Pa.	179,635	120,500	63,300		36,111	Loss.	50	25	25
Nov. 30, '68	7.87	47	15	Rochester and Brighton.....N.Y.	74,000	59,000	15,000		31,490	11,290	100	100	100
Oct. 31, '68	3.96			Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	100	100	100
Sept. 30, '68	16.00	597	91	Schuylkill River (Phila.).....Pa.	47,464	50,000					50	10	10
Oct. 31, '68	33.00	485	76	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706	100	100	100
Oct. 31, '68	5.62	110	17	2d and 3d street (Phila.).....Pa.	628,343	573,387	109,300		524,611	177,857	11	50	30
Sept. 30, '68	8.37	657	74	17th and 19th street (Phila.)N.Y.	116,918	130,000		87,408	79,754	11,569	50	13	13
Nov. 30, '68	3.61			Sixth Avenue (N.Y. City)N.Y.	1,786,977	750,000	250,000		625,341	140,808	10	100	100
Nov. 30, '68	6.43	265	39	Somerville (Boston).....Mass.	75,000	75,000				4,500	6	100	100
Nov. 30, '68	2.50	13	4	South Boston.....Mass.	461,030	400,000		12,047	209,164	20,976	91	100	100
Nov. 30, '68	6.74			Stoneham street (Boston).Mass.	39,344	33,000		1,500	10,201	Loss.	100	100	100
Sept. 30, '68	2.07	20	6	Sub-Urban (Boston).....Mass.	95,000	5,000			14,381	4,781	4	100	100
Sept. 30, '68	4.38	10	3	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000		7,884	2,199	5	100	100
Oct. 31, '68	7.25	200	37	Syracuse and Onondaga.....N.Y.	31,000	31,000			227,369	95,876	32.1	50	191
Sept. 30, '68	18.00	1422	187	10th & 11th sts. Citizens' Ph.)Pa.	179,635	192,750							
Oct. 31, '68				Thirteenth Avenue (N.Y. City)N.Y.	2,745,277	1,700,000	1,500,000	5,000	1,267,476	274,584	12	100	100
Sept. 30, '68	3.47	32	5	13th and 15th streets (Phila.)Pa.									
Sept. 30, '68	12.30	49	21	Troy and Albia.....N.Y.	72,463	44,700		13,978	16,844	Loss.	100	100	100
Sept. 30, '68	4.50			Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.	100	100	100
Nov. 30, '68				Troy and Cohoes.....N.Y.	70,000								



## PREFERRED &amp; GUARANTEED STOCKS

(Marked with an asterisk (\*) are guaranteed by lessees and thus (t) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Paid.	Market Price.
<b>RAILROAD STOCKS:</b>				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	...	...
Atlantic and St. Lawrence* guar.	2,494,000	4	4	...
Baltimore and Ohio, pref.	3,000,000	6	6	...
Berkshire,* guaranteed	600,000	7	7	...
Blossburg and Corning,* guar.	250,000	5	5	...
Boston, Concord and Montreal, pref.	1,340,000	6	6	...
Buffalo, N. York and Erie,* guar.	950,000	7	7	...
Camden and Atlantic, pref.	600,000	7	44	...
Catawissa,* pref. and guar.	2,200,000	7	7	...
Cayuga and Susquehanna,* guar.	589,110	9	...	...
Cedar Rapids & Missouri,* preferred and guaranteed.	755,000	7	34	...
Central Ohio, preferred.	400,000	7	29	...
Chemung,* guar.	380,000	8	6	...
Chester, preferred.	2,017,815	7	83	...
Chicago and Alton, pref.	2,425,400	7	10	149
Chicago, Iowa and Nebraska,* guar.	2,600,000	10	...	...
Chicago and Northwestern, pref.	18,159,097	7	10	88
Cleveland and Mahoning,* guar.	2,056,000	7	7	...
Cleveland and Toledo,* guar.	6,250,000	34	...	...
Cochecho, preferred.	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	6	88
Cumberland Valley, 1st pref.	241,900	8	8	114
Delaware,* guaranteed.	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed.	1,500,000	6	...	...
Dubuque and Sioux City,* preferred and guaranteed.	1,988,170	7	7	97
Dubuque Southwestern, pref.	330,308	7	7	...
Eastern (N. H.)* guaranteed.	492,500	8	8	...
Elmira, Jefferson and Canandaigua,* guaranteed.	500,000	5	5	...
Elmira and Williamsport,* guar.	500,000	5	5	...
Elmira and Williamsport,* preferred and guaranteed.	500,000	7	7	80
Erie, preferred.	8,536,910	7	7	52
Hannibal and St. Joseph, pref.	5,253,836	109	...	...
Harrisburg and Lancaster,* guar.	1,182,550	7	7	...
Housatonic, preferred.	1,180,000	8	4	70
Huntingdon & Broad Top Mountain, preferred.	190,750	7	34	...
Joliet and Chicago,* guar.	1,500,000	7	7	...
Joliet and Northern Indiana,* guar.	300,000	8	8	...
Lackawanna and Bloomsburg, pref.	500,000	7	...	...
Leeds and Farmington,* guar.	...	5	...	...
Little Schuylkill,* guar.	2,046,100	7	7	...
Louisville, Cincinnati and Lexington preferred.	848,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	20	...
Manhattan and Lawrence,* guar.	4,051,744	6	81	...
Manchester and Lawrence,* guar.	1,000,000	9	...	...
Michigan Southern, guaranteed.	586,900	10	10	...
Mill Creek and Mine Hill,* guar.	323,375	10	10	...
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	105	...
Milwaukee and P. du Chien, 2d pref.	1,014,000	7	8	...
Milwaukee and St. Paul, preferred.	8,050,892	7	84	...
Mine Hill and Schuylkill Haven,* guaranteed.	3,775,000	8	8	...
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	...
New Haven and Northampton	1,344,000	2	...	...
New York and Harlem, pref.	1,500,000	8	150	...
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	...
North Eastern (S. C.)* preferred.	155,000	8	8	...
Ogdensburg and L. Champlain, pref.	1,037,000	8	102	...
Ohio and Mississippi, pref.	3,500,000	7	7	70
Paterson and Hudson,* guar.	630,000	8	8	...
Paterson and Ramapo,* guar.	248,000	5	...	...
Peoria and Bureau Valley,* guar.	1,200,000	6	...	...
Philadelphia and Erie,* guar.	5,996,700	10	...	...
Philadelphia and Reading, pref.	1,551,800	10	...	...
Philadelphia and Trenton,* guar.	1,099,120	10	...	...
Pittsfield and North Adams,* guar.	450,000	6	6	...
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	...
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	...
Portsmouth and Concord	350,000	7	7	...
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7	...
Rochester and Genesee Valley,* guar.	557,590	7	7	...
Rutland, preferred.	...	7	50	...
St. Louis, Alton and T. H., pref.	2,040,000	7	58	...
Sandusky and Cincinnati, pref.	446,596	6	34	...
Schuylkill Valley,* guar.	578,050	5	5	...
Shamokin Valley & Pottsville,* guar.	869,450	5	5	...
Tol., Peoria & Warsaw (W. D.) pref.	1,800,000	7	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	75	...
Troy and Greenbush,* guar.	274,000	7	7	...
Vermont and Canada,* guar.	2,500,000	8	8	...
Warren,* guar.	1,408,300	7	7	...
White Mountains,* guar.	200,000	5	5	...
Wright's, York & Gettysburg,* pref.	317,050	2	...	...
<b>CANAL STOCKS:</b>				
Delaware Division,* guar.	1,033,350	8	8	...
Morris, preferred.	1,175,000	10	10	60
Schuylkill Navigation, pref.	2,888,997	6	34	...
Union, preferred.	...	6	...	...
<b>MISCELLANEOUS STOCKS:</b>				
Cumberland Coal, pref.	...	6	26	...
Mariposa Mining, pref.	\$,774,400	7	16	...

## WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 10 per ton; Polished, 8 cents per lb.

Pig, Scotch, No. 1.....	per ton	34	50	@	37	—
Pig, American, No. 1.....	per ton	40	—	@	41	—
Pig, American, No. 2.....	per ton	37	—	@	38	—
Pig, American, Forge.....	per ton	36	—	@	—	—
Bar, Refined, English and American.....	per ton	86	—	@	—	—
Bar, Sweden, assorted sizes.....	(gold)	82	50	@	85	—

		STORE PRICES.	
Bar, Sweden, ordinary sizes.....	Less 5 per ct.	—	@ 140
Bar, Refined.....	"	95	@ 1
Bar, Common.....	"	87 50	@ 90
Scroll.....	"	120	@ 180
Ovals and Half-round.....	"	120	@ 145
Band.....	"	120	@
Horse Shoe.....	"	120	@
Rods, 1 1/2-1 1/2 inch.....	"	100	@ 155
Hoop.....	"	125	@ 180
Nail Rod.....	Less 5 per ct., per lb.	8 1/2	@ 94
Sheet, Russia, as to No. 8.....	(gold)	10 1/2	@ 11 1/2
Sheet, Single D. and T. Common.....	"	5 1/2	@ 7
Rails, English.....	(gold), per ton	56 50	@ 57
Rails, American, at Works in Penna. c'y.	70	@	77
Anvils, Eagle.....	per lb.	—	94 @

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast (2d and 1st quality).....	per lb.	—	@	22	—
English Spring (2d and 1st quality).....	per lb.	9	@	114	—
English Blister (2d and 1st quality).....	per lb.	114	@	19	—
English Machinery.....	per lb.	124	@	15	—
English German (2d and 1st quality).....	per lb.	14	@	16	—
American Blister "Black Diamond".....	per lb.	104	@	16	—
American, Cast, Tool, do.....	per lb.	19	@	—	—
American, Spring, do.....	per lb.	10	@	13	—
American Machinery, do.....	per lb.	10	@	13	—
American German, do.....	per lb.	10	@	13	—

NAILS—DUTY: Cut, 1½; Wrought, Horse Shoe, 2½ cents per lb. (Cash.)

Cut, 4d @ 10d.....	per 100 lb.	4	75	@	—	—
Clinch.....	per 100 lb.	6	25	@	—	—
Horse Shoe, Forged (No. 6 to 9).....	per lb.	26	@	30	—	—
Copper.....	per lb.	35	@	40	—	—

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca.....	(gold)	per lb.	37	@	—	—
Straits.....	(gold)	per lb.	334	@	—	—
English.....	(gold)	per lb.	32	@	—	—
Plates—Fair to good brands.....	(gold)	per lb.	—	@	—	—
L. C. Charcoal.....	per box	8	124	@	8	37
L. C. Coke.....	per ton	6	75	@	7	37
Coke Terne.....	per ton	6	75	@	8	50
Charcoal Terne.....	per ton	7	75	@	8	25

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk).....	per gall.	—	@	20	@	20
Crude, 40 @ 47 gravity (in shipping order).....	per gall.	—	@	25	@	25
Refined, in bond, prime L. S. to W. (110 @ 115 test).....	per bbl.	—	@	33	@	—
Refined, Standard White (in ship's order).....	per bbl.	—	@	33	@	—
Refined, prime White (in shipping order).....	per bbl.	—	@	34	@	—
Refined, S. W. (in merchantable order).....	per bbl.	—	@	33	@	—
Naptha, Refined, (60 @ 65 gravity).....	per bbl.	—	@	10	@	10
Residuum.....	per bbl.	—	@	6	@	—

GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2 cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that and not exceeding 24 by 60 inches, 25 cents per sq. foot; all above that, 50 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window. (Single Thick.)

Sizes.	1st.	2d.	3d.	4th.
6 by 8 to 7 by 9.....	\$7 75	\$7 00	\$6 50	\$6 00
8 by 10 to 10 by 15.....	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18.....	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24.....	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30.....	12 25	11 25	10 00	8 00
20 by 30 to 24 by 36.....	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36.....	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44.....	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48.....	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56.....	22 00	20 00	17 00	14 50
Above.....	25 00	23 00	20 00	16 00

(The above subject to a discount of 55 @ 60 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.) (New List, Aug. 20th.)

Sizes.	1st.	2d.	3d.	4th.
6 by 8 to 8 by 10.....	(4 qts.)	per 50 feet	10	@ 7 75
8 by 11 to 10 by 15.....	(4 qts.)	per 50 feet	10	@ 8
11 by 14 to 12 by 18.....	(4 qts.)	per 50 feet	12	@ 9 25
14 by 16 to 16 by 24.....	(4 qts.)	per 50 feet	12	@ 9 75
18 by 22 to 18 by 30.....	(4 qts.)	per 50 feet	10	@ 10 50
20 by 24 to 24 by 36.....	(4 qts.)	per 50 feet	18	@ 12
24 by 31 to 24 by 36.....	(4 qts.)	per 50 feet	19	@ 12 50
25 by 36 to 30 by 44.....	(3 qts.)	per 50 feet	21	@ 16
28 by 38 to 28 by 44.....	(3 qts.)	per 50 feet	22	@ 16 50
28 by 46 to 30 by 48.....	(3 qts.)	per 50 feet	23	@ 17
30 by 50 to 32 by 52.....	(3 qts.)	per 50 feet	24	@ 18
32 by 54 to 34 by 56.....	(3 qts.)	per 50 feet	28	@ 19 50
34 by 58 to 34 by 60.....	(3 qts.)	per 50 feet	30	@ 22
36 by 60 to 40 by 60.....	(3 qts.)	per 50 feet	36	@ 28

(Subject to a discount of 55 @ 60 per cent.)

English sills at 40 @ 50 per cent. off the above rates.

## New York Stock Exchange.

Actual Sales for the week ending Nov. 24. Th. 18. F. 19. Sat. 20. M. 22. Tu. 23. W. 24.

Canton Co.....	52	52	52	52	52
Central Pacific Co.....	92	92	92	92	92
Central of N. Jersey.....	91	92	92	92	92
Chicago & Alton.....	150	150	149	149	149
.. pref.....	149	149	150	149	149
.. M.....	100	100	100	100	100
.. S. F.....	100	100	100	100	100
.. Inc. bds.....	100	100	100	100	100
Chicago, Burl. & Q.....	152	152	151	151	151
.. 8a, 1883.....	108	108	108	108	108
Chl. & Gt. Eastern 1st m.....	70	71	72	72	74
Chic. & Northwestern.....	70	71	72	72	74
.. pref.....	85	86	87	87	88
.. 1st M.....	88	88	88	88	88
.. Interest.....	88	88	88	88	88
.. S. F.....	88	88	88	88	88
.. Consol.....	88	88	88	88	88
Chic. Rock Isl. & Pac.....	103	103	104	103	103
Chicago & R. I. 7a, 1870.....	101	101	101	101	101
Chl. R. I. & Pa. 7a, 1896.....	94	94	94	94	94
Clev., Col. C. and Ind.....	82	83	83	83	83
Clev. and Pittsburgh.....	82	83	83	83	83
.. 2 M.....	74	74	74	74	74
.. 3 M.....	74	74	74	74	74
.. 4 M.....	74	74	74	74	74
Clev. and Toledo.....	74	74	74	74	74
.. S. F. 7a.....	24	24	25	25	25
Col., Chl. & Ind. C.....	24	24	25	25	25
.. 1 M.....	74	74	75	76	76
.. 2 M.....	74	74	75	76	76
Cumberland Coal pref.....	26	26	26	26	26
Del. & Hudson Canal.....	120	120	120	120	120
Del., Lack. & Western.....	104	105	106	109	110
.. 1 M. 7a.....	104	105	106	109	110
.. 2 M. 7a.....	104	105	106	109	110
Erie Railway.....	28	28	28	28	28
.. pref.....	45	49	52	103	103
.. 1 M. 7a, 1897.....	96	96	96	96	96
.. 2 M. 7a, 1879.....	96	96	96	96	96
.. 3 M. 7a, 1883.....	96	96	96	96	96
.. 4 M. 7a, 1880.....	96	96	96	96	96
.. 5 M. 7a, 1888.....	96	96	96	96	96
Great Western 2d mort.....	79	79	79	79	79
Hannibal & St. Joseph.....	107	107	109	109	109
.. pref.....	107	107	109	109	109
Hudson River.....	162	162	162	161	161
.. 1 M. 7a, 1869.....	103	103	103	103	103
.. 2 M. S. F.....	103	103	103	103	103
.. 3 M. 7a, 1875.....	103	103	103	103	103
Illinois Central.....	117	117	117	117	117
.. bonds.....	117	117	117	117	117
Lake Shore & Mich. S'th.....	89	89	89	89	89
.. Div. bonds.....	83	83	83	83	83
Marietta & Cin. 1st pref.....	20	20	20	20	20
.. 2d pref.....	20	20	20	20	20
Michigan Central.....	120	120	120	120	120
.. S.F. 8a, 1882.....	120	120	120	120	120
.. conv. 8a, '69.....	120	120	120	120	120
M. S. and N. I.....	94	94	94	94	94
.. 1 M. S. F.....	94	94	94	94	94
.. 2 M.....	88	88	88	88	88
Mariposa Mining Co.....	16	16	16	16	16
.. " Tr. 10c cts.....	16	16	16	16	16
Milw. and St. Paul.....	69	69	69	69	69
.. pref.....	83	83	84	84	84
.. 1st mort.....	89	89	89	89	89
.. 2d mort.....	89	89	89	89	89
.. 8a.....	100	100	100	100	100
.. 7 3-10c con.....	100	100	100	100	100
Missouri Co.....	92	92	91	91	91
.. H. & St. J. iss.....	90	90	90	90	90
Morris and Essex.....	87	87	88	88	88
.. 1st mort.....	95	96	96	96	96
.. 2d mort.....	96	96	96	96	96
New York Central.....	183	182	183	182	182
.. 7a, S.F. 1876.....	98	98	98	98	98
.. 7a, conv. '76.....	98	98	98	98	98
.. 6a, S.F. 1883.....	98	98	98	98	98
.. 6a, S.F. 1887.....	98	98	98	98	98
N. York and Harlem.....	133	135	135	135	135
.. pref.....	133	133	133	133	133
.. 1 M. 7a, 1873.....	96	96	96	96	96
N. Carolina Co.....	47	47	47	44	44
.. new.....	37	36	36	35	35
.. special tax.....	39	40	39	39	38
Ohio and Miss.....	26	26	26	26	26
.. pref.....	26	26	26	26	26
.. 1st M.....	26	26	26	26	26
Pacific Mail S. S. Co.....	53	55	52	51	52
Panama.....	97	97	98	98	98
Phila. and Reading.....	97	97	98	98	98
Pitta, Ft. W. & Chi. gtd.....	86	85	86	86	86
.. 1 M.....	101	101	101	101	101
.. 2 M.....	101	101	101	101	101
.. 3 M.....	90	90	90	90	90
.. Equip. 8s.....	13	13	13	14	14
Quicksilver Mining Co.....	13	13	13	14	14
St. L., Alton & T. H.....	133	133	133	133	133
.. pref.....	133	133	133	133	133
.. 1 M.....	133	133	133	133	133
.. 2 M. pref.....	133	133	133	133	133
.. Income bds.....	133	133	133	133	133
Tennessee Co.....	59	59	59	59	59
.. new.....	52	52	52	52	52
Tol., Wab. & Western.....	59	59	59	59	59
.. pref.....	59	59	59	59	59
.. 1 M. ex.....	88	88	88	88	88
.. 2 M.....	81	81	81	81	81
.. Equipment.....	81	81	81	81	81
Virginia Co, ex-coupon.....	51	50	50	50	50
.. now.....	51	51	51	51	51



## New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 24.  
Th.18. F.19. Sat.20. M.22. Tu.23. W.24

FEDERAL STOCKS:—					
U. S. 6s, 1871, reg.	107	108	107	107	107
U. S. 6s, 1871, coup.	107	108	107	107	107
U. S. 6s, 1874, reg.	107	108	107	107	107
U. S. 6s, 1874, coup.	107	108	107	107	107
U. S. 6s, 10-40s, coup.	107	108	107	107	107
U. S. 6s, 10-40s, reg.	107	108	107	107	107
U. S. 6s, 1881, reg.	107	108	107	107	107
U. S. 6s, 1881, coup.	107	108	107	107	107
U. S. 6s, '81, O.W.L.Y.	107	108	107	107	107
U. S. 6s, 1881, ..	107	108	107	107	107
U. S. 6s, 5-20s, reg. '62.	113	113	112	113	113
U. S. 6s, 5-20s, c. 1862.	115	115	115	115	115
U. S. 6s, 5-20s, reg. '64.	115	115	115	115	115
U. S. 6s, 5-20s, c. 1864.	113	113	113	113	113
U. S. 6s, 5-20s, reg. '65.	113	113	113	113	113
U. S. 6s, 5-20s, c. 1865.	113	113	113	113	113
U. S. 6s, 5-20s, r. n. '65.	116	116	115	115	115
U. S. 6s, 5-20s, c. n. '65.	116	116	115	115	115
U. S. 6s, 5-20s, reg. '67.	115	115	115	115	115
U. S. 6s, 5-20s, c. 1867.	116	116	115	115	115
U. S. 6s, 5-20s, reg. '68.	116	116	115	115	115
U. S. 6s, 5-20s, c. '68.	116	116	115	115	115
U. S. 6s, Pac.R.R.issue.	107	107	107	107	107

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 23.  
W.17. Th.18. F.19. Sat.20. M.22. Tu.23

Catawissa .....	35	35	35	35	35
Camden and Amboy .....	119	119	119	119	119
.. 6s, 1870 .....	81	81	81	81	81
.. 6s, 1875 .....	81	81	81	81	81
.. 6s, 1883 .....	84	84	84	84	84
.. 6s, 1889 .....	84	84	84	84	84
.. mort. 6s, '89 .....	95	95	95	95	95
Elmira & Williamsport .....	95	95	95	95	95
.. pref. .....	95	95	95	95	95
Lehigh Navigation .....	34	34	34	34	34
.. 6s, 1884 .....	81	81	81	81	81
.. Gold L. .....	90	90	90	90	90
.. R. R. L. .....	85	85	85	85	85
Lehigh Valley R. R. .....	53	53	53	53	53
.. 6s new coup 94 .....	95	95	95	95	95
.. 6s new reg. .....	95	95	95	95	95
Little Schuylkill R.R. ....	42	42	42	42	42
.. 7s .....	42	42	42	42	42
Minehill .....	52	52	52	52	52
Morris Canal .....	60	60	60	60	60
.. pref. .....	60	60	60	60	60
.. 6s, 1876 .....	60	60	60	60	60
North Pennsylvania .....	87	87	87	87	87
.. 6s, 1880 .....	84	84	84	84	84
.. 7s .....	84	84	84	84	84
.. 10s, 1887 .....	84	84	84	84	84
Northern Central .....	53	53	53	53	53
Pennsylvania R. R. ....	53	53	53	53	53
.. 1st M. ....	94	94	94	94	94
.. 2d M. ....	94	94	94	94	94
Penn. State, 6s, 1st series 102 ..	102	102	102	102	102
.. 6s, 2d series .....	102	102	102	102	102
.. 6s, 3d series 108 .....	108	108	108	108	108
.. 6s, W. L. ....	108	108	108	108	108
Philadelphia City, 6s .....	101	101	101	101	101
.. new .....	101	101	101	101	101
Philad. Germ. & Nor. ....	71	71	71	71	71
Phila. & Reading .....	48	48	48	48	48
.. 7s, 1893 .....	48	48	48	48	48
Philadelphia and Erie .....	28	28	28	28	28
.. 6s .....	84	84	84	84	84
.. 7s .....	84	84	84	84	84
Schuylkill Navigation .....	53	53	53	53	53
.. pref. ....	53	53	53	53	53
.. 6s, 1882 .....	53	53	53	53	53
.. 6s, 1876 .....	77	77	77	77	77
.. 6s, 1872 .....	77	77	77	77	77
Susq. Canal .....	124	124	124	124	124
.. 6s, 1878 .....	124	124	124	124	124
Union Canal, pref. ....	124	124	124	124	124
.. 6s, 1878 .....	12	12	12	12	12
Hestonville, (Horse) .....	12	12	12	12	12
Chestnut & Wal. ....	41	41	41	41	41
Green & Costes .....	41	41	41	41	41
2d and 3d streets .....	41	41	41	41	41
Spruce and Pine .....	41	41	41	41	41
15th and 16th sts. ....	41	41	41	41	41

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 23.  
W.17. Th.18. F.19. Sat.20. M.22. Tu.23

Baltimore City 6s, 1875 .....	91	91	91	91	91
.. 1886 .....	92	92	92	92	92
.. 1890 .....	93	93	93	93	93
.. 1893 .....	93	93	93	93	93
Balt and Ohio .....	124	124	124	124	124
.. bonds, 1875 .....	124	124	124	124	124
.. 1880 .....	124	124	124	124	124
.. 1885 .....	124	124	124	124	124
Marietta & Cin. 1st M. ....	66	66	66	66	66
.. 2d M. ....	66	66	66	66	66
Northern Central .....	41	41	41	41	41
.. bonds, 1885 .....	41	41	41	41	41
.. 1890 .....	41	41	41	41	41
N. W. Va. 1st mort. ....	41	41	41	41	41
.. 2d mort. ....	41	41	41	41	41
.. 3d mort. ....	41	41	41	41	41
City Passenger R. R. ....	41	41	41	41	41

## Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 24.  
Th.18. F.19. Sat.20. M.22. Tu.23. W.24

Boston and Albany .....	146	146	146	146	146
Boston and Lowell .....	131	131	131	131	131
Boston and Maine .....	141	141	141	141	141
Boston and Providence .....	134	134	134	134	134
Boston, Hartford & Erie .....	10	10	10	10	10
.. 7s, new .....	47	46	46	46	46
Cheshire, pref. ....	83	83	83	83	83
Concord .....	129	129	129	129	129
Connecticut River .....	115	114	114	114	114
Eastern .....	130	130	130	130	130
Fitchburg .....	101	101	101	101	101
Manchester & Lawr'ce .....	97	96	96	96	96
Michigan Central .....	120	120	120	120	120
Northern, N. H. ....	101	101	101	101	101
Ogdens & Lake Champ. ....	101	101	101	101	101
.. pref. ....	101	101	101	101	101
Old Colony & Newport .....	97	96	96	96	96
Ph. Wil. & Baltimore .....	113	113	113	113	113
Port'd, Saco & Ports .....	80	82	82	82	82
Union Pacific 6s .....	56	56	56	56	56
.. Land Grant 7s .....	56	56	56	56	56
Vermont & Canada .....	56	56	56	56	56
Vermont & Mass. ....	56	56	56	56	56
Broadway (Horse) .....	97	97	97	97	97
Cambridge .....	97	97	97	97	97
Metropolitan .....	66	66	66	66	66
Middlesex .....	66	66	66	66	66
Central Mining Co. ....	5	5	5	5	5
Copper Falls .....	5	5	5	5	5
Franklin .....	5	5	5	5	5
Huron .....	5	5	5	5	5
Isle Royale .....	5	5	5	5	5
National .....	5	5	5	5	5
Minnesota .....	5	5	5	5	5
Pewabic .....	5	5	5	5	5
Pittsburg .....	5	5	5	5	5
Quincy .....	5	5	5	5	5

## London Stock Exchange.

Closing Prices.

	Nov. 5.	Oct. 29.
Atl. & Gt. West. N. Y. sec. 7 per ct.	45	55
1st mort. 1880 .....	45	55
Do. do. 2d mort. 1881 .....	45	55
Do. Penn. 1st mort. 1877 .....	45	55
Do. do. 2d mort. 1882 .....	45	55
Do. Consol. 7 per cent. mort. 1890 ..	24	25
Detroit and Milwaukee 1st mort. 7s ..	61	63
Do. 2d mort. 8 p. c. ....	62	64
Erie shares 100 dol. all paid .....	20	21
Do. sterig. 6 p. c. convertible bonds ..	63	68
Do. 3d mort. 7 p. c. 1883 .....	60	65
Illinois Central, 6 per cent. 1875 .....	100	100
Do. Redemption mort. bonds 6 p. c. ..	99	100
Do. 7 per cent. 1875 .....	75	80
Do. 100 dol. shares, all paid .....	98	99
Marietta and Cin. R. R. bonds 7 p. c. ..	74	77
New York Central, 100 dol. shares .....	90	100
Panama General mort. 7s, 1897 .....	105	107
Penn. R. R. bonds, 2d mort. 6 per ct. ..	93	95
Do. General mort. 6 p. c. 1910 .....	86	88
Philadelphia and Erie 1st mort. 1881 ..	85	87
Do. with option to be paid in Phila. ..	87	89

## American Railroad Journal.

Saturday, November 27, 1869.

## Stock Exchange and Money Market.

The Money Market has been fairly active since our last. The offerings of capital have been less extensive, and more firmness has been noted in rates, particularly on call. The demand for accommodation has been quite general, and from speculative sources rather more urgent, chiefly for use at the Stock Boards. Call loans have been quoted at from 5@7, mainly at 6@7 per cent; and choice to very good discounts at from 10@18 per cent. per annum. The city banks, in their last weekly return, showed a loss of over 2½ millions of legal tender notes, with a gain of \$1,173,378 of specie and a reduction of \$20,116 of deposits. They added \$1,887,541 to their loan averages, and \$19,055 to their circulation. The banks have been making more liberal shipments of currency to the West, and South West. The U. S. Sub-Treasury reduced its currency balances about 1½ millions during the week, and to about five millions at the close of business on Tuesday. Its coin balances were slightly increased.

The specie reserve of the city banks according to the latest return is \$27,929,071, against \$17,383,153 same time last year. The city bank

deposits are now \$183,734,190, against \$184,110,340 week ending Nov. 21, 1868. The legal tender reserve amounts to \$48,455,121, against \$68,599,544 same time last year. The circulation now stands at \$34,231,925, against \$24,195,068 same time last year. The loans are now \$253,068,008, against \$251,091,063 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about \$80,291,759 a day, against a daily average of \$95,143,215 the preceding week, and \$114,980,180 the week ending with Nov. 6, 1869. The current week's exchanges average about \$94,150,000 a day. The city banks, last week, reported a gain of \$1,173,378 of specie, with a loss of \$20,116 of deposits, and \$2,640,540 of legal tender notes. They increased their loans, \$1,887,451; and their circulation, \$19,055.

National Bank notes to the amount of \$264,730 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to \$319,291,661, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$19,514,118, leaving, with the existing 1,618 banks, (having an aggregate capital of \$426,399,151,) an actual circulation at this date, of \$299,777,543. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$342,501,750; and for the public deposits, \$19,408,000—making a total of \$361,909,750. The Treasury Department last week redeemed and destroyed \$350,990 of worn and mutilated fractional currency, and issued \$643,000 of new. The outstanding amount of fractional currency on the 1st of Nov., was \$37,035,442, against \$33,001,299 on the 1st of October, 1869.

The U. S. Sub-Treasury receipts, week ending with Nov. 20, were \$3,692,972 in coin, (including \$2,008,000 from customs duties,) and \$4,241,893 in currency; payments, \$3,370,359 in coin, (including \$2,099,442 of coin interest,) and \$4,883,059 in currency; balance at the close of the week, \$90,419,483, (including \$80,595,348 of coin, and \$5,348,494 of currency,) against \$87,374,787 at the close of the preceding week, showing an increase of \$3,044,696. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, \$460,560 in coin, (including \$414,458 from customs,) and \$480,042 in currency; payments, \$243,563 in coin, (including \$224,180 of coin interest,) and \$288,893 in currency. On Tuesday, receipts, \$779,064 in coin, (including \$361,624 from customs,) and \$300,800 in currency; and payments \$325,800 in coin, (including \$300,645 of coin interest,) and \$416,240 in currency. The balance at the close of business on Tuesday stood at \$88,454,638, (including \$5,008,506 of currency, and \$81,269,040 of coin,) against \$87,128,396 a week previous; and \$88,308,276 on Nov. 9, 1869. The aggregate receipts of the office in Oct. were \$58,880,033, including \$11,194,159 from customs; aggregate payments, \$53,555,362, including \$7,715,080 of coin interest.

The outstanding amount of coin certificates on the 1st of Nov. was \$28,781,520, against \$24,412,720 on the 1st of Oct., 1869. The Sub-Treasurer at this port, last week, retired \$1,821,983 of coin certificates through the receipts for customs.

Government revenues have been on a comparatively moderate scale. The excises yielded about three millions; customs at the port of New York, \$1,924,983, and at the outports about \$650,000 (in coin) more, making the grand total income for the week equal to about \$6,283,103 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 69 millions.

Gold has been in rather more active request at from 125 $\frac{3}{4}$ @127, closing heavily on Wednesday at 125 $\frac{3}{4}$ @125 $\frac{3}{4}$ . The demand has been mainly speculative. The customs and export inquiry has been light. Government marketed a million of Gold on Friday, Nov. 19th, and another on Tuesday, the 23d inst., at equal to the average market rates. The specie shipments hence, last week, were only \$172,074. On Tuesday of the current week, the exports were \$22,000. The business of clearing Gold dealings, through the Gold Exchange Bank has been formally resumed. On Saturday, the clearances were about \$6,386,000; and on Monday, \$5,322,000.

The coin balances of the Government at this port on Wednesday morning, amounted to a little 81 $\frac{1}{4}$  millions.

The coin interest disbursements on Wednesday were \$165,613.

The customs demand for Gold last week, averaged \$320,831 a day; thus far, this week, it has averaged \$388,041 a day, or equal to a weekly aggregate of \$2,328,246. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$6,752, and since Jan. 1, \$14,845,789, against \$6,471,053 same time in 1868. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1869, has been \$119,798,156, against \$107,809,433 same time in 1868. At San Francisco, from Jan. 1, to Nov. 12, 1869, \$7,388,155, against \$7,450,891 same time last year.

The exports of specie, from this port, last week, were \$172,074, against \$22,100 same week last year; total, since Jan. 1, 1869, \$30,184,636, against \$68,481,580 same time last year. Government disbursed last week through the U. S. Sub Treasury here, on account of the coin interest on the public debt \$2,099,442, and since Jan. 1, 1869, \$85,530,937, against \$78,622,609 same time in 1868. The specie exports from San Francisco, from Jan. 1, to Nov. 12, 1869, were \$34,687,659, against \$32,526,034 same time in 1868.

The U. S. Treasury receipts from customs at all ports from July 1, to Nov. 20, were about 71 $\frac{1}{2}$  millions.

The amount of specie sent east by railroad from San Francisco, thus far, this year, has been \$6,385,799.

Foreign exchange has been in better supply and less request, since our last, at slightly reduced price. Bankers' prime sixty day bills on London closed heavily on Wednesday at 108 $\frac{3}{4}$ @108 $\frac{3}{4}$ , and on Paris to 5.21 $\frac{1}{4}$ @5.16 $\frac{3}{4}$ ; sight bills on London to 109 $\frac{3}{4}$ @109 $\frac{3}{4}$ , and on Paris to 5.16 $\frac{1}{2}$ @5.12 $\frac{1}{2}$ . The offering of produce bills has been fair this week. The week's exports of domestic produce have been to the currency value of \$4,088,188, making the total since Jan. 1, 1869, \$177,136,376, against \$148,602,157 same time last year.

Government securities have been in moderate

demand, most of the week, and, with lighter offerings of nearly all issues, prices have shown more firmness. The inquiry has been mainly for the 1867 Five Twenties, and the currency six per cents issued in aid of the several Pacific Railroad enterprises, under the authorizing Acts of Congress. Government bought in three millions of U. S. Five Twenties on Wednesday at from 112.50 @112.95 nett, out of an aggregate offering of \$4,695,250.

U. S. sixes of 1881 closed here more steadily at 117 $\frac{3}{4}$ @118; U. S. Five-twenties of 1862, ex coupon, 115 $\frac{1}{2}$ @115 $\frac{1}{4}$ ; U. S. Five-twenties of 1864 at 112 $\frac{7}{8}$ @113 $\frac{1}{8}$ ; U. S. Five-twenties of 1865 at 113 $\frac{3}{8}$ @113 $\frac{1}{4}$ ; U. S. Five-twenties of 1865, consolidated, 115 $\frac{3}{8}$ @115 $\frac{1}{4}$ ; U. S. Five-twenties of 1867, 115 $\frac{3}{8}$ @115 $\frac{1}{4}$ ; U. S. Five-twenties of 1868, 115 $\frac{3}{8}$ @115 $\frac{1}{4}$ ; U. S. Ten-forties at 107 $\frac{3}{4}$ @107 $\frac{1}{2}$ ; U. S. Six per cent. currency bonds, 107 $\frac{3}{4}$ @107 $\frac{1}{2}$ .

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 10.	Nov. 17.	Nov. 24.
Consols .....	93 $\frac{3}{4}$	93 $\frac{3}{4}$	93
U. S. 5-20's of 1862....	83 $\frac{1}{4}$	83 $\frac{3}{8}$	83 $\frac{1}{2}$
U. S. 5-20's, 1865....	82 $\frac{1}{2}$	82	82 $\frac{1}{2}$
" 1867.....	83 $\frac{3}{8}$	83 $\frac{1}{2}$	83 $\frac{3}{8}$
" 10-40s .....	78	77 $\frac{3}{4}$	78 $\frac{1}{4}$
Erie .....	20	20	20 $\frac{1}{2}$
Ill. Central.....	98	98 $\frac{1}{2}$	99
At. and Gt. West.....	....	....	....

State bonds have been in more liberal supply and easier in price, on a moderate movement.

Railway bonds and mortgages have been more sought after at well supported rates. The Central Pacific Railway First Mortgage Bonds have been more freely dealt in at from 92 $\frac{1}{2}$ @92 $\frac{3}{4}$  nett, and Western Pacific do, at 90 per cent. and accrued interest in currency, Messrs. Fisk & Hatch, the financial agents of the latter company, report very encouraging progress in the marketing of this new loan, of the nature and guarantees of which we gave particulars in the preceding issue of the JOURNAL.

Washington advices report that the controversy between the Union Pacific and Central Pacific Railroad Companies, concerning the possession of the road between Ogden and Promontory Point, the settlement of which was initiated by the act of Congress of last Spring, which fixed the point of junction at Ogden, has been finally arranged by an agreement between the two companies as to the price to be paid to the Union Company for that portion of the road constructed by it between Ogden and Promontory, eighty miles. By this arrangement the Central pays to the Union a sum understood to be somewhat in excess of \$3,000,000, and comes into the proprietary possession of that portion of the road in dispute. These essentials being now settled, both companies will proceed to erect permanent and commodious buildings at Ogden, and the Treasury Department will issue to the companies the remainder of the subsidy bonds due to them, except such sum as may be retained to guarantee the final completion and equipment of the roads, in accordance with the recommendation of the Government Commissioners. Henceforth the two companies will be as one line.

Railway and miscellaneous stocks have been fairly active at rather more buoyant prices, as a rule, though there have been frequent fluctuations. At the auction sale of Scranton Coal on Wed-

nesday, 70,000 tons were disposed of at reduced prices, ranging from \$4.05@\$7.35, as against the October range of from \$5.25@\$8.35 per ton of 2240 lbs., deliverable at Elizabethport, N. J.

The earnings of the Union Pacific Railroad Company for the first sixteen days of November are \$407,494 47.

General business has been on a moderate scale. In the line of domestic produce, Breadstuffs and Cotton have been quoted easier; Provisions firmer. Middling upland cotton closed heavily on Wednesday at 25@25 $\frac{1}{8}$  cts. per lb. The stock of cotton now here is given at about 28,500 bales. The receipts at the port this week, have averaged about 3,850 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 692,836 bales, against 540,242 bales in 1868-'9; exports, same time 305,000 bales, against 221,500 bales same time in 1868-'9; stock on hand at latest dates, 261,000 bales, against 195,250 bales same date 1868. The exports of domestic cotton goods from this port, since Jan. 1, have been 18,516 pkgs., against 21,937 pkgs., same time last year. From Boston, 6,826 pkgs., against 7,741 pkgs. same time in 1868.

At the Live Stock markets, this week, Beeves have been in fair demand, at from 8@16 $\frac{1}{2}$ c., per lb.; week's receipts, 6,073. Milch cows inactive, at \$40@\$110 each, receipts, 103. Veal calves in limited request at from 4@13c. per lb.; receipts, 1,173. Sheep and lambs dull and heavy at from 3 $\frac{1}{2}$ @7c., and 6@8c. per lb.; receipts, 36,123. Swine in moderate request at 10 $\frac{1}{4}$ @11 $\frac{1}{2}$ c. per lb., all live weight; receipts, 14,700.

Foreign merchandise has been less active, closing less buoyantly as to price. The week's imports of dry goods have been to the specie value of \$885,582, and of general merchandise, \$2,263,269, making a total of \$3,148,851.

Ocean Freights have been less active, and rates have been quoted lower. For Liverpool we quote flour at 2s. by sail, and 2s. 6d.@2s. 7 $\frac{1}{2}$ d. by steamer, per bbl.; grain at 5 $\frac{1}{2}$ d.@6d. by sail, and 6d.@6 $\frac{1}{2}$ d. by steamer, per bushel; cotton at  $\frac{2}{8}$ d. by sail, and  $\frac{1}{8}$ d. by steamer per lb.; and heavy goods 20s.@35s. by sail, and 22s. 6d.@55s. by steamer, per ton. Total number of vessels in port on Wednesday, 472.

The New York exports, exclusive of specie, for the week ending Nov. 20, and since the beginning of the year, compare as follows:

	1868.	1869.
Dry goods .....	\$959,692	\$885,582
Gen. merchandise.....	2,697,663	2,263,269
Total for the week.....	\$3,657,355	\$3,148,851
Previously reported....	219,125,269	261,114,213

Since January 1.....\$222,782,624 \$264,263,064

The imports for the week ending November 23, and since the beginning of the year, have been as follows:

	1868.	1869.
For the week .....	\$3,261,934	\$4,088,188
Prev. reported .....	145,340,173	173,048,188

Since January 1.....\$148,602,157 \$177,136,376

The balance in the Sub-Treasury on Wednesday was \$89,326,640 16.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—



**New York.**—Ohio 6s, 1881, 103; Georgia 6s, 81; do., 7s, 91; Louisiana 6s, Levee bonds, 60; New York State 7s, Bounty Loan, 109; do., 5s, 1874, 99½; do., 6s, 1873, 101; do., 6s, 1877, 100½; South Carolina 6s, new, 60¼; Alabama 8s, 93¼; N. Y. Central 6s, sub. bonds, 85½; Milwaukee and St. Paul 1st mort., Iowa Div., 86¼; Morris and Essex conv. bonds, 87½; Toledo, Peoria and Warsaw 1st mort., E. D., 82; Union Pacific 6s, gold, 85; St. Louis and Iron Mt. 1st mort., 81; Pacific 7s, guar. by Mo., 91; Toledo, Wabash and Western consol. bonds, 83; Marietta and Cincinnati 1st mort., 87; New York Central and Hudson River Railroad, consolidated, 90½; do., con. scrip, 82¾; New Jersey R. R., 120; Dubuque and Sioux City R. R., 108; Western Union Telegraph, 35¾; Adams' Exp. Co., 57¾; Am. Mer. Union Exp., 35; U. S. Exp., 52; Wells-Fargo Exp., 19; N. Y. City 6s, 1887, 98½; Brooklyn 6s, W. L., 92½; Brunswick City Land, 9; Consolidated Gregory gold, 1.35; Grass Valley gold, 0.24; Quartz Hill gold, 1.60; Smith and Parmalee gold, 1.70.

**Philadelphia.**—Pennsylvania State coupon, 5s, 92½; New Jersey 6s, free, 102½; Phila. and Reading 6s, 1848-'80, 90; do., 7s, 102; Lehigh Nav. conv. bonds, 80; Morris Canal scrip, 62½; Camden and Amboy scrip, 63¼; East Penna. R. R., 37; St. Nicholas Coal, 3½; New Creek, ½. The latest quotations are: do., City 6s, 96¼@—; do., free of tax, 102@102; State 5s, coupon, 92¼@92¾; do., 6s, W. L., 100¾@—; do., 1st series, 102¼@102½; do., 2d series, 106¾@107; do., 3d series, 107¾@108; Reading, 48¾@49; do., 7s, 1893, 101¼@102; do., mort. 6s, 1880, 89½@91; Camden and Amboy, 119½@119¾; do., mort. 6s, 1889, 93¾@94; do., 1883, 83½@84; do., 1889, 84½@85; Penn. R.R., 54½@54¾; do., 1st mort., 97½@98; do., 2d mort., 94@95; Little Schuylkill R.R., 42½@42¾; Morris Canal, 25@30; do., pref., 60@62; do., bonds, 75@80; Susquehanna Canal, 10@10; do., 6s, 53@57; Sch. Nav., 5@9½; do., pref., 14@15; do., 6s, 1882, 53@54; Elmira and Williamsport, pref., 33½@40; do., 7s, 1873, 89@90; do., 5s, 58@59; Lehigh Coal and Navigation, 34@34½; do., 6s, 1884, 81@81¾; do., R.R., Loan, 84@85½; do., Gold Loan, 97½@98; North Pennsylvania, 38@38¾; do., 6s, 87½@88; do., Chattle 10s, 107@—; Philadelphia and Erie, 29@29¼; do., 6s, 86@90; Minehill, 52½@53½; Catawissa, 14@16; do., pref., 34¾@35; Lehigh Valley, 53¾@54; do., 6s, 92@95; do., 6s, reg., 94¾@95; Fifth and Sixth streets, (horse), 86@87¼; Second and Third, 40½@41½; Thirteenth and Fifteenth, 18¼@20; Spruce and Pine, —@24½; Green and Coates, 38@38; Chestnut and Walnut, 45¾@46; Hestonville, 11½@12; Union, 44@45.

**Boston.**—Vermont Central 1st mort., 75¾; Eastern R. R. 6s, 1874, 95; do., 1889, 96¼; do., 1885, 91; Middlesex Horse R.R. 6s, 85; Vermont Central and Vermont and Canada 8s, 99¾; Cincinnati, Sandusky and Cleveland R.R., 20; Granite Railway, 59; Conn. and Passumpsic Rivers pref., 88; Indianapolis and Cincinnati, 13; Summit Branch, 23; Boston Water Power Co., 14; Cary Imp. Co., 6½; Waverly Land, 1¼; East Boston Co., 12; Maine 6s, 1889, 98; Rhode Island 6s, 1898, 96¾; Vermont 6s, 1874, 98; Massachusetts 5s, 1894, gold, 102; Boston 5s, 1882, gold, 108; do., 6s, 1877, endorsed, 100½; Bangor 6s, 1894, R. R. Loan, 85¾; Chicago 7s, 1899, 93½; St.

Louis 6s, 1886, 82; Cook County, Ills., 7s, 92½; Portland 6s, 1887, 91¾; Brooklyn 6s, 1896, 93; Allouez Mining Co., 2½; Hecla, 85.

**Baltimore.**—Central Ohio R. R., 28; do., 1st mort., 80; Orange, Alexandria and Manassas 7s, 72½; Virginia and Tennessee 2d mort., 66½; Richmond and Danville bonds, 69; Virginia 6s, old, reg., 45½; do., 1866, 54. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 88@—; Balt. and Ohio, 123@124; do., 6s, 1875, 93@94; do., 1880, 93@—; do., 1885, 92¼@92¾; Northern Central, 42¾@43½; do., 6s, 1885, 85@87; do., 1900, 82½@84; do., 6s, 1900, gold, 100¾@101½; Parkersburg Branch, 23@24; N. W. Va. 1st mort., 98@95; do., 2d mort., 90@93; do., 3d mort., 1885, 86@90; Marietta and Cincinnati 7s, 1892, 88@90; do., 2d mort., 65@66; Central Ohio, 28@30; do., 1st mort., 79½@80; Western Md. 6s, 1890, 65@67; do., guar., by Baltimore City, 90@91; do., 2d mort., guar., 89½@91; do., 6s, pref., 25@43; do., 6s, guar., by Washington Co., 77@80; Richmond and Danville bonds, 68@70; Baltimore 6s, 1875, 91@91½; do., 1886, 92@93¼; do., 1890, 91½@92½; do., 1893, 90½@92; do., 6s, 1838-'70, 70@74; Memphis City 6s, 47¼@49; Maryland Defense Loan, 102@102½; City Passenger R. R., 18@19; Baltimore and Catonsville, 4@8; George's Creek Coal, 50@70; Santa Clara, —@1.50; Atlantic Coal, 2.50@3.00; Bare Hill, 0.06@0.15.

#### New Route from Pittsburg to Toledo.

The Toledo Blade says that the President of the Pittsburg and Connellsville Railroad Company is at the head of an organization for building a road from Pittsburg along down the east bank of the Ohio river, and crossing at the mouth of the Beaver to the Ohio state line. An Ohio company is vigorously canvassing for the extension of this route up the Little Beaver to New Lisbon, from New Lisbon to Bayard, thence by a branch road already built to Zoar, thirty miles, thence down Salt Creek along the south side of Wayne county and crossing Kilbuck at Holmesville, thence up Paint Creek by way of Nashville in Holmes county, thence up the valley of the Clear Fork of the Mohican to Lexington, six miles south of Mansfield. From Lexington across to Crestline ten miles, and from thence to Toledo by the route now located and in the hands of the right men to build it. The advantages of this route are the singular circumstances of valleys leading directly west through the very hilly portions of Ohio from the Ohio river to Lexington, furnishing a direct line, with easy grades and light work. It also lies in the region of coal and iron ore, which embraces all the route from the Ohio river to the mouth of the Clear Fork of the Mohican, one hundred and twenty miles of mineral lands.

A dispatch dated Richmond, Va., November 23, says that arrangements have been closed with several prominent New York capitalists, by which the Chesapeake and Ohio Railroad will be completed at once. Among the capitalists are W. H. Aspinwall, A. A. Low, C. P. Huntington, Fisk & Hatch, and others.

Four hundred and twenty-one tons of railroad iron for the Wellington, Grey and Bruce Railway, have arrived at Hamilton.

**A CHOICE SECURITY. SEVEN PER CENT. GOLD, FREE OF GOVERNMENT TAX. NEARLY 10 PER CENT. CURRENCY, FIRST MORTGAGE BONDS OF NEW YORK AND OSWEGO MIDLAND RAILROAD. THESE BONDS CAN BE REGISTERED.**

SIX MILLIONS OF DOLLARS PAID-UP STOCK SUBSCRIPTIONS. No bonds issued on road under construction; issue limited to \$20,000 per mile of road built and in running order, BEING ONLY ABOUT HALF THE ACTUAL CASH COST. The road is being built with great economy for cash; 100 miles are done, and in the most thorough manner; 50 miles additional will be finished in November; and the whole line (over 400 miles) it is expected will be completed within the ensuing year. It is one of the most important roads in the State of New York. It shortens the route from New York City to Buffalo 70 miles, and to Oswego 45 miles; it traverses a populous district destitute of other railroad facilities, which must furnish it a large and profitable local business; and it will be completed at an aggregate cost far below that of any competing line. These advantages cannot fail to make it one of the best paying roads leading from the metropolis, and its First Mortgage Bonds one of the safest securities ever issued. All mortgage bonds issued on Railroads running from the City of New York are good, and the interest promptly paid, although some of them are mortgaged for more than double the amount per mile that the Midland is. Among the bonds now offering we know of none equal to these. For the investment of trust or other funds there is nothing better; and in exchange for Government Bonds they give a large increase of income, beside capitalizing the premium. They are meeting with rapid sale, and we have been gratified to find that they are taken chiefly by our most conservative and sagacious capitalists in exchange for Government securities. Price par, and accrued interest in currency. Circulars, pamphlets, &c., on hand for distribution.

GEORGE OPDYKE & CO.,  
Bankers, No. 25 Nassau st.

#### Baltimore and Ohio Railroad.

The annual meeting of the stockholders of this company was held in Baltimore on the 15th inst. John W. Garrett, Esq., president of the company, presented the forty-first and forty-second annual reports of the president and directors to the stockholders, being for the fiscal years terminated 30th September, 1867, and 30th September, 1868.

Mr. Garrett stated that these reports completed all except for the last year. The latter was being prepared, and would probably at an early date be published for the information of the stockholders.

The following gentlemen were unanimously re-elected directors for the ensuing year: Johns Hopkins, Samuel W. Smith, Francis Burns, John Spear Nicholas, John Gregg, C. Oliver O'Donnell, James Harvey, Galloway Cheston, William W. Taylor, Samuel Kirby, Allen A. Chapman and Albert Schumacher.

The Western Pacific and San Francisco Bay Railroad Companies have consolidated under the name of the Western Pacific Railroad.

The distance between Wilton and Keene, N. H., for the proposed new railroad is 35 miles.

**Great Western Railway of Canada.**  
REPORT OF THE DIRECTORS FOR THE HALF YEAR  
ENDING JULY 31, 1869.

The receipts on capital account during the half year amount to £258,050 16s. 1d., and mainly arise from the first instalment of the issue of 5 per cent. preference stock. This includes the proportion of discount thereon, which has been charged against the remission of interest allowed by the Government, on the final settlement of the loan. The aggregate expenditure to the same date amounted to £5,392,593 5s. 3d., leaving a balance to the credit of capital account of £126,284 19s. In accordance with the resolution of the shareholders at the special general meeting held on April 28, the Directors have to announce that the whole of the 5 per cent. preferred stock, amounting to £1,018,000, has been issued at the agreed rate of 80 per cent., the first call of 25 per cent. was payable on the 17th May, 1869, and carries dividend from that date. The remaining instalments are payable, viz:

£16 on each £100 of stock on 1st December, 1869.	
16 " " 1st December, 1870.	
16 " " 1st December, 1871.	
12 " " 1st December, 1872.	

An act of the Canadian Parliament (32 Vic., cap. 62) has confirmed this issue of preference stock with option of conversion into ordinary shares until January 1, 1880. The outlay on capital account during the half year, after deducting sales of surplus lands, has been £4,490 6s. 9d., as follows: Cost of extending sidings rendered necessary in consequence of the increased through tonnage and number of trains; additions to Detroit freight shed; petroleum oil platform at London; proportion chargeable to capital for new windmill tank at Port Credit, and 20 new 8-wheel flat or platform cars. The receipts and expenditure on revenue account were as follows:

Gross receipts .....	£385,068
Working expenses, including renewals..	232,768

£152,300

From which there has to be deducted—

Interest on bonds, loan, &c. ....	£46,871
Loss on conversion of American funds .....	53,782
Loss on working Erie & Niagara Railway .....	924
Amount set aside for renewal of ferry steamers .....	2,000
	103,577

£48,723

Add surplus from last half year ...	£2,578
Less special vote to deputation of board .....	1,575

1,003

Proportion of half year's dividend on Detroit and Milwaukee preference shares.	7,952
Profit on working Galt. & Guelph railway	40

Available for dividend .... £57,718

The dividend to July 31st, on the first instalment of the 5 per cent. preference stock amounts to £2,608 2s. 8d., leaving a balance of £55,110 1s. 8d. From this balance the Directors recommend a dividend on the ordinary shares at the rate of 3 per cent. per annum, free of income tax, payable in London on 9th November, which will absorb £58,259 9s. 8d., and leave a surplus of £1,850 12s. to be carried to the credit of next half year. The renewal fund for the ferry steamers now amounts, with interest, to £12,560 13s. 10d. The loss on conversion of American currency for the half year amounts to £53,781 15s., as compared with £54,748 12s. 5d. for the corresponding period in 1868. The average rate of conversions during the half year was 135¼, the average price of gold for the same period being 137½. The amount of assets in American funds in hand at 31st July, 1869, amounted to \$218,635 41, against \$215,435 72 at the commencement of the half year. The following table exhibits the receipts and expenses for six corresponding half years:

**RECEIPTS.**

Half year ending	Passengers, mails, and sundries.	Freight and live stock.	Rents.	Total.
July, 1864 .....	£125,282	£189,081	£577	£314,940
July, 1865 .....	139,821	144,028	716	284,565
July, 1866 .....	172,731	169,577	854	343,162
July, 1867 .....	165,367	199,221	1,116	365,704
July, 1868 .....	155,082	200,619	948	356,649
July, 1869 .....	157,930	226,200	937	385,068

**EXPENSES.**

Half year ending	Including renewals.	Per cent. of gross receipts.
July, 1864 .....	£171,452	54.44
July, 1865 .....	158,804	55.81
July, 1866 .....	175,747	51.21
July, 1867 .....	182,763	49.98
July, 1868 .....	208,462	58.45
July, 1869 .....	232,768	60.45

The total traffic receipts show an increase of £28,429 9s. 3d. as compared with the corresponding half year:

Increase in local passenger traffic .....	£4,719
" through .....	895
" local freight & live stock traffic .....	12,038
" through .....	13,543
	£31,195

Decrease in emigrant traffic .....	£173
" express freight & sundries .....	2,592
	2,766

Total increase .....

£28,429  
The low tariff of rates referred to in the last report as arising from competition has been continued throughout the half year by rival American Railroads, and the North Shore route (of which the Great Western forms the middle link) has been obliged to adopt the same rates. This has considerably affected the ratio of working expenses to earnings, which this half year amounts to 60.45 per cent., against 58.45 per cent. in the corresponding half year. The cost of ordinary working expenses per train mile for the last five corresponding half years is as follows:

Half year ending	Sterling.
July 31, 1865 .....	5 0¼
July 31, 1866 .....	4 9
July 31, 1867 .....	4 2¾
July 31, 1868 .....	4 8¾
July 31, 1869 .....	4 8

The opening of the Pacific Railroad will bring to the Great Western line a considerable traffic between the Atlantic and Pacific coasts, which was formerly conveyed by water by the Panama route. Passengers can now travel through in the same car from New York to Chicago, where direct connections are made with the Pacific Railroad. The Great Western will participate in the advantages of 2,000 miles of additional railway communication west of the Missouri River. The development of this traffic will, doubtless, lead to a closer alliance with some of the lines between Chicago and New York; indeed the Erie, Lake Shore, and Michigan Southern Railroads are already said to be consolidated. Should any definite and acceptable proposals be made to this company, they will be submitted to the shareholders for their consideration. The unbroken gauge established between the east and west by the third rail over this line, has developed a large grain business never before conveyed by railway. From this traffic important results may be expected in the future. Millers in New England States formerly obtained cargoes of grain during the period of navigation only; they now receive their supplies in car loads all through the winter. The lumber trade has also been promoted by the same means. It is satisfactory to be able to state that on all the sections of country in the neighborhood of the line, the crops have been more abundant than for some years past. A special freight line has been established in connection with the Detroit and Milwaukee road by which freight is transported between

Grand Haven and the Atlantic seaboard without transfer. The last half year's report referred to an agreement with the Wellington Grey and Bruce Railway Company to work the traffic (under certain conditions) of the first section (16 miles) of that line as far as the town of Fergus, and which portion is now approaching completion. The same arrangement has since been made with regard to the entire main line of the Wellington Grey and Bruce Railway, intended to be constructed from Guelph to some point on Lake Huron, making altogether about 90 miles, but not to any future branches or extensions. The agreement can be seen at the offices. The Directors have to announce that the surplus revenue of the Detroit and Milwaukee Railroad Company on 30th June, 1869, admits of a dividend at the rate of seven per cent. per annum to this company on the \$2,095,000 preference shares. One fourth of this sum of £10,602 11s. has been applied in part liquidation of the Detroit and Milwaukee old interest account, which now stands in the balance sheet at £8,944 19s. 3d. The gross earnings of the Detroit and Milwaukee Railroad for the half year to 30th June, 1869, were £154,786 17s. 11d., working expenses, taxes, and insurance £99,621 18s. 1d., net revenue, £55,164 19s. 10d.

**DIRECTORS.**—Mr. Alderman Dakin, Creechchurch-lane, London, President. Thomas Faulconer, Esq., 12, Copthall Court, London; John Fildes, Esq., Manchester; Francis Somerville Head, Esq., 24, Manchester Square, London; Alexander Hoyer, Esq., Bitterne-grove, Southampton; Charles Hunt, Esq., London, Ontario and Canada; Donald MacInnes, Esq., Hamilton, Ontario, Canada; Hon. William McMaster, Senator, Toronto, Ontario, Canada; Paul Margetson, Esq., Clapham-common; George Smith, Esq., 57, Conduit street, London; Hon. John Carling, M. P., London, Ontario, Canada. Auditors.—John Young, Esq., 16, Tokenhouse-yard, London; Sidney Smith, Esq., 31, Bush-lane, London. General Manager.—Thomas Swinyard, Esq., Hamilton, Ontario, Canada. Treasurer.—Joseph Price, Esq., Hamilton, Ontario, Canada. London offices.—126, Gresham house, Old Broad street, E. C. Mr. Brackstone Baker, Secretary; Mr. Walter Lindley, Registrar.

The following is the report of Mr. G. L. Reid, the engineer:

To Thos. Swinyard, Esq., General Manager.

DEAR SIR.—I beg to submit to you the following report upon the working of my department during the half-year ended 31st July last:

**Charges to Revenue.**

The total expenditure of this department during the half-year chargeable to revenue amounts to £58,603, as compared with the corresponding half of 1868, which amounted to £51,028.

**Charges to Capital.**

During the past half-year the undermentioned new works were executed, forming a charge to capital account.

Superstructure.—Labor and materials laying down a through siding with a third rail at Copetown; extension of sidings at London, and laying down a third rail in the oil, coal and pork sidings at Hamilton	£358
100½ tons of rails laid down in same .....	929
Making switches and crossings and preparing materials for additional narrow gauge sidings to be laid down at various points along the main line .....	1,027
	£2,314

Buildings.—Proportion chargeable to capital of the cost of building a tank and erecting a windmill pump at Port Credit, charge from mechanical department .....	92
Cost of making additions to freight shed on the Michigan Central railroad grounds at Detroit .....	85
Cost of building an oil platform at London.	17
	£2,509

Nearly the whole of the above amount charged



**RICHARDSON, BOYNTON & CO.,**  
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Send for Circulars.

The St. Mary's Beacon says that work is soon to be commenced on the Southern Maryland Railroad; that beginnings are to be made at Brandywine, Charlotte Hall, and at Schofield's in a few days; and that competent engineers of the company are now inspecting the road with a view of making a survey of location.

Ground has been broken for a new railroad to run from the New Jersey Railroad at some point in Newark, via Woodside, Bloomfield, Montclair, Verona and Morristown, to the Delaware River.

The grading of the road bed of the Tennessee and Pacific Railroad, between Nashville and Lebanon, will be completed by the 1st of December.

The tunnel on the Chesapeake and Ohio Railroad, between White Sulphur Springs and Covington, will be completed in a few days.

The directors of the Bangor and Piscataquis Railroad have ordered an immediate survey of a railroad route between Dover and Abbott.

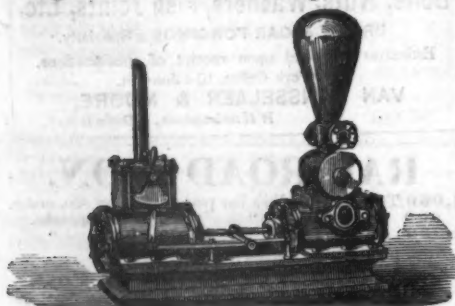
D. W. Clark, of Portland, Me., has been chosen treasurer of the Leeds and Farmington R. R. Co.

The Hecla Mining Company have declared a dividend of \$5 per share, payable Dec. 1 to holders of stock of that date.

Wm. B. Strong has been appointed General Superintendent of the Rockford, Rock Island and St. Louis Railroad.

J. L. Paddi has been elected Chief Engineer of the Lansing, St. Johns and Mackinaw Railroad.

## Niagara Steam Pump Works.



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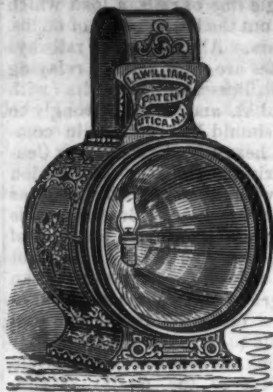
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Successors to JOSEPH TEAS & CO.,  
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Railroad Joint Fastenings,  
**IRON TRUCKS, FROGS, BRIDGE  
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**I. A. WILLIAMS, Patentee.**

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ST. LOUIS,**

Running over Different Gauges of Tracks.

These Trucks are adaptable

**To any and all Gauges of Track.**

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Manufacture all Kinds of Machinery—Marine and Stationary—Blowing Engines, Presses, Boilers, Bridges and Piers, Rifled and Smooth-bore Cannon, Wrought and Cast Iron Work for Buildings, and for all other purposes.

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**SMALL LOCOMOTIVES**, suitable for Construction switching and Branch Road service, also for Street Railroad service, enclosed with Cab. Apply to

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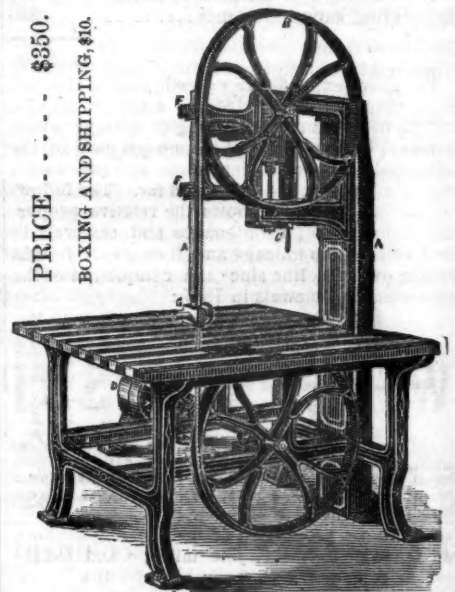
**BEST HACKLED HEMP PACKING.**

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## FIRST & PRYIBIL'S PATENT IMPROVED BAND SAW MACHINE,

**452, 454 & 456 Tenth Avenue,  
NEW YORK CITY.**



PRICE . . . \$350.  
BOXING AND SHIPPING, \$10.

This Machine, with the exception of the table, is made entirely of Iron. Its weight is 1800 lbs.; drums 3 feet 3 inches in diameter; height, 8 feet 5 inches; depth 4 feet 3 inches; width 6 feet; driving pulleys usually 14 inches in diameter, or to suit our customers.

Our machine can be run with a speed of 330 to 350 revolutions per minute, causing the saw to travel 3300 to 3500 feet per minute, and with a belt from 4 to 5 inches in width a block of Rosewood from 10 to 15 inches thick, or wood of any kind, hard or soft, can be cut with ease and facility, the saw being from one-quarter inch to one inch in width. A saw one-eighth of an inch in width, including teeth, can be used for cutting wood of considerable thickness.

The saws are not liable to break owing to our improved slide bearing, which adjusts itself according to the expansion and contraction of the saw. No saw will break except by accident or gross carelessness. The same is used principally by railroad car, chair, and other furniture manufacturers, ship, boat, and wagon builders, and also to saw slate, ivory, bone, &c. Guarantee will be given for all we state above. From three to five times as much work can be done with one of our sawing machines, as with an ordinary up and down saw. The work is cut smooth, the saw being retained by an improved guard.

At the present time, Sept. 1869, 64 of our machines are running in this city, and about twice as many in the country.

We also manufacture a lately patented counterbalance oval turning lathe which can be run with more than twice the speed of the old style of lathes, and much more and better work will be done. Many other wood working machines, and also shafting, pulleys, hangers, &c., &c., constantly on hand. Send for Circulars.

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Manufacture every description of Steel—PERFECTLY UNIFORM IN QUALITY—and of very great tensile and compressible strength.

Plates of Cast Steel may be bent COLD to any angle, yet remain capable of being TEMPERED.

Guaranteed EQUAL TO ANY OTHER STEEL manufactured in Europe or the United States, TOOL STEEL of very superior quality.

**LOCOMOTIVE AND CAR SPRING STEEL A SPECIALTY.**

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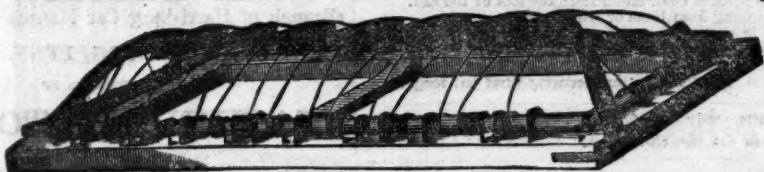
## INDIA RUBBER CAR SPRINGS, STEAM PACKING, &C.

The Springs manufactured by this Company, and stamped with their trade mark, are fully warranted; and any proving defective will be replaced at their own cost. Orders solicited, and samples forwarded on application.

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Contractors for Manufacturing and Erecting every description of Iron and Wooden Bridges, Roofs, Turn Tables, &c. "Linville and Piper" Patent Bridges, Weldless Chord Links, Tubular Wrought Iron Posts, Tubular Upper Chords, Weldless Suspension Links, "Linville" Triangular Truss. Circulars and Lithographs sent on application.

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Eight years with American Watch Company, 84 Tremont street, opposite Tremont House.  
Watches sent to any address, and by selecting from Price List you can get as good a Watch as if selecting in person.

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PILE DRIVING, PORTABLE AND STATIONARY ENGINES, R. R. Station and Steam PUMPS, SPIKES, CHAIRS, FISH PLATES, BOLTS, NUTS, Washers, Steam GAUGES, SPRING BALANCES, Head Lights and Lanterns. Contracts made on favorable terms for RE-ROLLING or NEW RAILS. BEST PRICES obtained for OLD RAILS and all kinds of IRON and METALS.

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From the Mines of the CUMBERLAND COAL AND IRON COMPANY, Deliverable at the Ports of GEORGETOWN, BALTIMORE AND NEW YORK, FOR SALE BY THE CARGO.

Orders received at the office of the Company,

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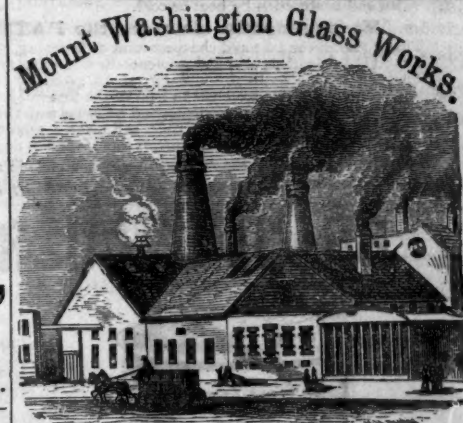
## MORTON, REED & CO.,

No. 65 South Gay St., Baltimore, Md.,  
Manufacturers' Agents for Sale

OF  
American & Foreign Rails,  
STEEL OR IRON,  
AND  
Railway & Machinists' Supplies  
OF EVERY KIND.

OLD RAIL AND SCRAP IRON,  
BOUGHT AND SOLD.

OLD RAILS Re-Rolled and Exchanged for new.



MANUFACTURER OF GLASS IN ALL ITS FORMS and varieties. The attention of Railroad Men is called particularly to the *Lantern Globes and Chimneys* produced, which for general good qualities are unexcelled. Railroad Companies, Purchasing Agents, and those interested, would do well to look at sample of these Goods, which will be sent on application. Orders solicited, and all such executed promptly and satisfactorily.

Address,

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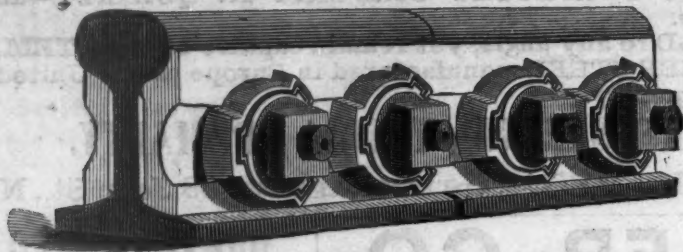
10,000 KEGS, BEST MAKE, 9-10th by 5 1/2 inches  
For sale by  
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PHELPS, DODGE & CO.,  
Importers of Metals,  
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OFFER FOR SALE:

Tin Plates of every description.  
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Rivets, Kettle Bars, etc.

## PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

**VERREE & MITCHELL,**  
IRON AND STEEL MANUFACTURERS,  
No. 939 North Delaware Avenue, Philadelphia, Penn.  
COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

**We confidently claim for the PATENT COMPENSATING FISH-JOINT:**

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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TAYLOR MFG. CO.,

Exclusive Manufacturers, 73 Beekman St., N. Y.

The strongest and best in use; are made principally of Malleable Iron. Here lies the secret of their strength, the frame being capable of supporting a weight of Four or Five Hundred Pounds; and yet they are little heavier than ordinary Lanterns. The guards are riveted through the top and bottom flanges, the rings wound with wire where they cross the guards, and the whole frame tinned, uniting each piece with the other, making it the strongest Lantern ever offered to the public. RAILROAD MEN especially cannot fail to see that it will be economy to purchase these Lanterns, as there is no part that can be broken with ordinary use, except the Globe, which being adjustable, is easily and cheaply replaced with any color and at a small cost; the greater weight being at the bottom, it cannot readily upset. Now used on the following Railroads: New York and New Haven; Hartford and New Haven; Shore Line, Conn.; Providence and Worcester; Boston and Maine; Conn. and Passumpsic Rivers; Fitchburg; Rensselaer and Saratoga; Troy and Boston; Boston and Providence; Boston, Clinton and Fitchburg; Charlotte, Columbia and Augusta; Connecticut River; European and North American; Hartford, Providence and Fishkill; Mobile and Ohio; Portland and Kennebec; Boston, Hartford and Erie; Worcester and Nashua; Lake Superior and Miss.; Hudson River, and many others.

The trade supplied from our Store, or from the Factory, New Britain, Conn.

## PACIFIC MAIL Steamship Company's THROUGH LINE TO California and China. FREIGHT AND PASSAGE GREATLY REDUCED.

Through rates, New York to San Francisco:

First Class.	Steerage.
\$140 to \$180.	\$65.

according to location of berth.

These rates include berths, board and all necessities for the trip.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

ON 5TH AND 21ST OF EACH MONTH, except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Dec. 4, HENRY CHAUNCEY, CAPT. MAURY, connecting with GOLDEN CITY, CAPT. LAPIDOR.

Steamer CHINA, will leave San Francisco Jan. 1, 1870, for China and Japan.

### NOTICE TO SHIPPERS.

For reduced rates of freight apply on wharf. Freight for steamer HENRY CHAUNCEY, received until 4 P. M. on FRIDAY, Dec. 3. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street.

F. R. BABY, Agent.

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### Machine Works,

(Branch of Harrisburg Car Manufacturing Co.)

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SUCH AS

Lathes, Planers, Shaping and Slotting Machines, Bolt Cutting and Nut Tapping Machines, &c.

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MANUFACTURERS OF ALL KINDS OF

RAILROAD MACHINERY. SILVER PALACE SLEEPING CARS of the finest finish, also all kinds of PASSENGER AND FREIGHT CARS, DUMPING CARS, HAND CARS, WHEELS and AXLES, STEEL SPRINGS, and in fact EVERYTHING for the full equipment of a road.

From our long experience in Car building, and our facilities for doing work, we are enabled to give ENTIRE SATISFACTION in every particular.

From our LOCATION, and CONVENIENCES FOR SHIPMENT, we can supply southern roads with dispatch, and ship at reasonable freights.

We are also extensively engaged in building IRON VESSELS and IRON STEAM BOATS, STEAM ENGINES and BOILERS and Machine Work in general. All orders executed with dispatch and on reasonable terms.

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COMMISSION MERCHANTS,

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Fall River Iron Works Company's  
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Also Agents for

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**AND RAILROAD SPIKES.**  
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**C. V. MEAD & CO.,**  
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National Spring Works,  
Manufacturers of

**Volute, Rubber Center Spiral,**

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And other

**RAILWAY CAR SPRINGS**

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**HEBBARD CAR SPRING CO.,**  
MANUFACTURERS OF

Patent Right and Left Spiral  
**STEEL CAR SPRINGS.**



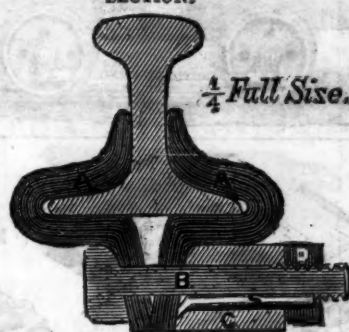
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137-141 ELM STREET, N. Y.

**Scott's Wrought Iron Clamp Truss Joint**  
**FOR RAILROAD RAILS.**

LENGTH 9 TO 12 INCHES.  
WEIGHT 20 TO 30 LBS.

Has been tested to 24,000 lbs., between 24 inch bearings, (a 40 ton engine will not test it more than 10,000 lbs.) It is a TRUSS, supporting fully the ends of rails while suspended itself. This principle gives it a power that no chair has. Forty per cent. of rails now destroyed, will be saved by its use.

It is SIMPLE, can be put on broken or sound rails at once; will not stir from its position, and requires no renewal.



$\frac{1}{4}$  Full Size.



VIEW.

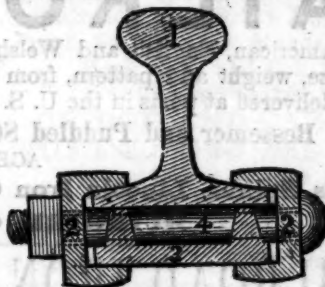
VIEW AND SECTION show position in place. A.—Is CLAMP-TRUSS. B.—Are two  $\frac{1}{2}$  inch Bolts. C.—An Iron Collar, (a prepared wood block can be used in its place if parties prefer it.) D.—Is the Nut. E.—The LOCK of the NUT, which prevents its jarring loose. The patentee is prepared to fill orders sufficient for four miles of track per day. Provision has been made to prevent sliding of the rails. Particulars, address

**JOHN H. OSBORNE,**  
Morrisville, Bucks Co., Penn.

And **BENJ. SCOTT,**  
New Brighton, Pa.

**THE PHOENIX IRON COMPANY'S**  
PATENT

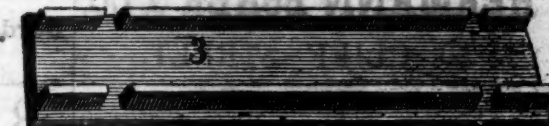
**NEW SUSPENSION RAIL JOINT.**



Cross Section of Rail Joint.



Side Clamps 14 in. long, showing Rail Stop.



Bottom Ribbed Plate, 14 in. in length.

The above diagrams show the general design of this new *Suspension Rail Joint*, which, after long and successful trial on the Philadelphia, Wilmington and Baltimore, and other Railways, is now offered to Railway Companies. The cut on the left gives a cross-section of the finished joint, showing the rail (1) resting upon the ribs of the bottom plate (3) with the flanges of the rail and the bottom plate embraced by the side clamps (2) and held firmly in place by bolts (4). In screwing up these bolts, the bite or grip between the bevel on the side clamps corresponding with the bevel on the flanges of the rail, insures great vertical and lateral rigidity to the joint.

Several careful tests have proved that the deflection of two pieces of rail thus fastened at their joints and subjected to a transverse strain between supports five feet two inches apart, was but a trifle more than that of the same rail uncut, tested in the same way. The value of the joint in this respect was 85 per cent. of that of the solid rail, while the best fish joints, similarly tried, gave less than 50 per cent.

No holes are required to be punched through the neck of the rail, but the flange on one side of each rail is slotted to receive two "stops," as shown in figure 2. This is a very important consideration, as holes punched or drilled in the neck are apt to split the rail longitudinally, and in *Steel Rails particularly*, is the principal cause of breakage.

All that portion of the joint, shown in the cut of cross section, below the bottom of the rail, bears endwise against the cross-ties, and prevents any creeping of the track. It makes a very firm joint, does not get out of order, and can be fitted to any size of rail. When ordering, send a sample piece of rail two feet long. Address,

**PHOENIX IRON COMPANY, Philadelphia, Pa.**

**THE UNION PATENT STOP WASHER,**



Manufactured at Coatesville, Chester County, Pa., on the line of Pennsylvania Central R. R., has now stood the test of practical use on the above road, the Philadelphia, Wilmington and Baltimore and Philadelphia and Reading Railroads, for the past two years, and proved itself to be what is claimed for it, a perfect security against the unscrewing or receding of nuts. Its simplicity, efficiency and cheapness over any other appliances for the purpose should recommend it to the attention of all persons having charge of Railroad tracks, cars and machinery.

It is especially adapted to, and extensively used by leading Railroads of the country for the purpose of securing nuts on Railway joints.

The accompanying cuts show the application of the Washer. For further information, apply to

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Old Rails Re-Rolled & Exchanged for New.  
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Special attention given to filling orders for Small T and  
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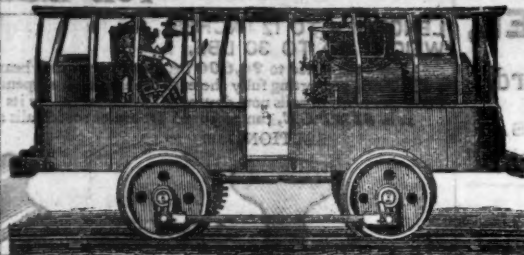
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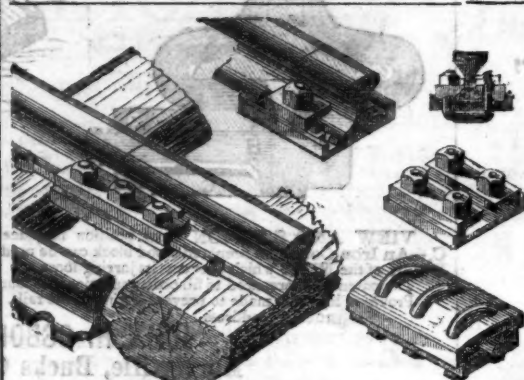
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**LOCOMOTIVE AND CAR BUILDERS.**



MINING LOCOMOTIVES,  
FURNACE LOCOMOTIVES,  
CONTRACTORS' LOCOMOTIVES,  
QUARRY LOCOMOTIVES,  
SHIFTING LOCOMOTIVES,  
Adapted to Tunnels, having 5 1/2 feet headway, and  
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**CARS OF ALL DESCRIPTIONS.**  
Office & Works, 1340 Beach St., Philadelphia.



**FISHER'S PATENT**  
Wrought Iron  
**RAIL JOINTS,**  
MADE BY  
**FISHER & NORRIS,**  
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The Superiority of these Joints has  
been proved by eight years' use on dif-  
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**DANAS & LITCHFIELD,**  
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**RAILROAD IRON**

of best American, English and Welsh make, of ORDINARY or SUPERIOR QUALITY and  
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Bessemer and Puddled Steel Rails, Chairs, Spikes, &c.  
AGENTS FOR  
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ENGLISH and AMERICAN Railroad Iron for de-  
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**SCOTCH PIG IRON.**  
ALL THE APPROVED BRANDS OF  
**NO. 1 SCOTCH PIG IRON.**  
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In Lots to Suit Purchasers. Apply to  
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**STEEL & IRON RAILS,**  
Of all Weights and Patterns.  
Deliveries made at convenient points to suit purchasers.  
**LOCOMOTIVES, CARS,**  
Fish Bars, Bolts, Nuts, Chairs, Spikes, &c.  
**RAILROAD TIES,**  
Old Rails Re-Rolled and Exchanged for New.  
**72 WALL-STREET, N. Y.**

"Important to Railroad Companies"  
**SAFETY, EFFICIENCY, DURABILITY, ECONOMY;**  
All Combined in the Safety Truck, for Locomotive En-  
gines; Tested by ten years' use; Perfected by the best  
Engineering Skill in this Country and in England; Secured  
by Six Letters Patent; Adopted by Sixty-four Railroads;  
Between Five and Six Hundred in Operation in the United  
States; Extensively introduced in Nine Foreign Coun-  
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THE undersigned, agents for the manufacturers are  
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delivered free on board at ports in England, or ship at  
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THE undersigned, agents for the manufacturers, are pre-  
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**VAN ANDEN**  
SWAGED



Patented Sept., 18, 1866.

**WROUGHT IRON  
RAIL CHAIRS.**

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Railroad Chairs, Splice Bars and Bolts;  
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Contracts made, for Old Rail, Scrap and Pig Iron.

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WE are now manufacturing these goods at our Works at Boonton, N. J.—In the manufacture of the Nuts, the patented device of the "Double Punch," viz, two punches operating from opposite sides towards the centre of the Nut, forces into the body of the Nut most of the Iron which in all other processes is punched out, and also condenses the Iron around the Bolt hole, thus ensuring the greatest strength in the Screw Thread, and making a Nut SUPERIOR TO ANY made by hand or the ordinary machine processes. In size they are made according to the standard approved and adopted by our best Machinists and Engine Builders. The mode of making Bolts is such as to produce an upset solid head, perfectly true on all sides, and of uniform size. The Iron used is of our own manufacture, and we guarantee it of superior quality.

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Run without noise.

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Pass Sand and Gravel without injury.

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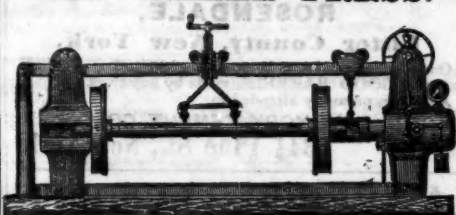
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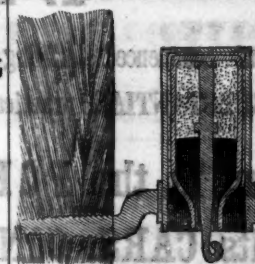
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The guarantees of this insulator are:

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2d.—To insulate a conducting wire of any length in rain or fog, or rain and fog combined, to its full working capacity, or the capacity of a similar wire or conductor placed upon any other insulators under the most favorable circumstances of weather.

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It is not injured by missiles in the general acceptance of the term.

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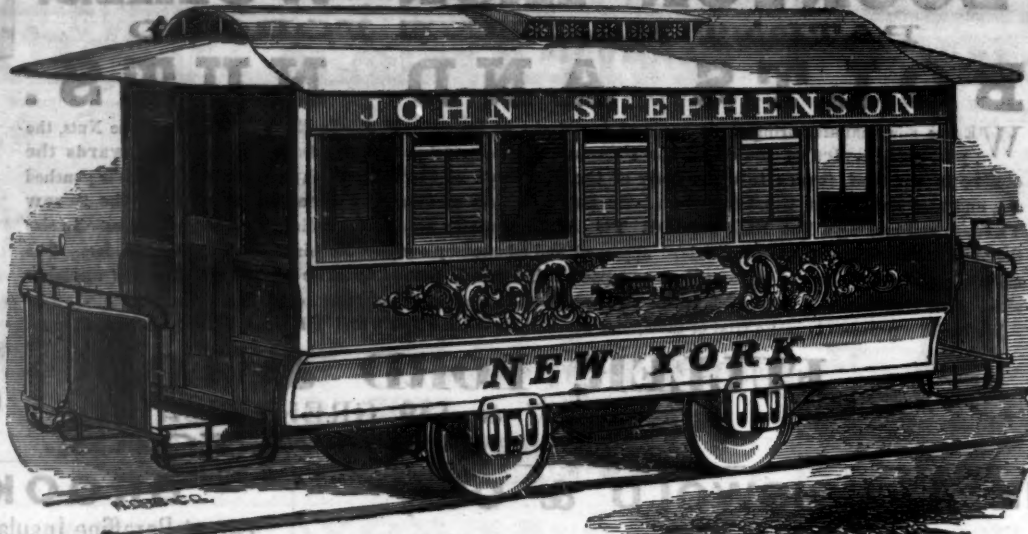
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**ARE NOW PREPARED TO FURNISH, AT THE** shortest notice, on the most reasonable terms, Hydraulic Rosendale Cement of a fine and superior quality. This Cement is manufactured at the Works located on the West bank of the Hudson River at Kingston, N. Y., from a superior select quality of Cement Stone taken from our celebrated and extensive quarries at Creek Locks, Town of Rosendale, Ulster County, N. Y., and has been extensively used during the past 15 years. It is recommended in all important building operations where strength, durability, resistance to the atmosphere and to action of sea and fresh water are required.

Its power to resist compression and bear strain, its Hydraulic character and hardness, renders it peculiarly adapted to the construction of Harbors, Docks, Piers, Foundations, External Walls, Floors of Houses, Mines, Facings, Agricultural Buildings, Towers, Sinks, Reservoirs, Canal Walling, Breakwaters, Stacings, Arches, Sewerage and Water Pipe, and for many other purposes.

With these properties, it is submitted to the attention of Engineers, and to Contractors and others interested in works requiring stability.

It has the unqualified approbation of the most eminent Architects, Engineers, Contractors and Builders in America, being used in almost every department of the works under Government.

We have ample facilities for manufacturing 600 barrels per day, with a dock front of 500 feet, and sufficient depth of water to load the largest class vessels, which can come to our dock without extra towing or delay. Cement deliverable at the Works, or in New York City.

Our Cement is put up in new strong barrels, in good shipping order. The barrels will be branded, "HUDSON RIVER CEMENT WORKS, ROSENDALE (A) CEMENT, Office No. 95 Liberty St., New York."

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Our Cement will be, as heretofore, of **FIRST QUALITY**, put up in **GOOD BARRELS**, made by ourselves. All orders promptly attended to.

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**WARRANTED OF SUPERIOR QUALITY.**

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This Company Manufacture Hydraulic Cement of a Superior quality at Rosendale, Ulster County, New York.

This Brand of Cement has been extensively used for past years upon Fortifications and Government Works, giving universal satisfaction, meeting the approval of our best Architects, Engineers, Contractors and Builders.

It is put up in substantial barrels, made by the Company, thoroughly seasoned and well papered, containing 300 lbs. of Cement.

All orders will receive prompt attention.

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Manufacture a superior quality of **ROSENDALE** and **HUDSON RIVER CEMENT**, (equal to any) from his quarries at Rosendale and Creek Locks, put up in well seasoned barrels, well papered. Address

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**ROSENDALE CEMENT.**

**WE** are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We warrant it equal in every respect to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a superior article for masonry coming in contact with water, or requiring great strength.

For sale in tight barrels, well papered, on application at their office, by **DELAFIELD & BAXTER, 54 Pine Street.**

The above CEMENT is used in most of the fortifications building by government.



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We beg to call the attention of Managers of Railways and Contractors throughout the United States and Canada to our superior facilities for executing Orders at Manufacturers' Prices, for all descriptions of

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We are always in a position to furnish all sizes, patterns and weight of Rail, for both Steam and Horse Roads, and in any quantity desired, either for IMMEDIATE or REMOTE delivery, at any Port in the United States or Canada, and always at the very lowest current market prices. We are also prepared to supply.

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of American and Foreign manufacture, rolled to any desired pattern and weight per lineal yard, and of approved Lengths. Contracts for both IRON AND STEEL RAILS will be made payable in United States Currency for American, and in either Currency or Gold (at the option of the buyer) for Foreign; when desired, we will contract to supply Road with their monthly or yearly requirements of STEEL OR IRON RAILS.

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for execution, at a fixed price in Sterling, or on commission at the current market price abroad when the order is received in London; shipments to be made at stated periods to Ports in America, and at the lowest possible rates of Freight. We also negotiate, in Europe and America, every description of Town, County, City, State, and

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MORE RELIABLE

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For Railroads, Factories, Private and Public Buildings, &c. Manufactured by

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Work shipped to all parts of the United States.

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Manufacturers of Screw Bolts,

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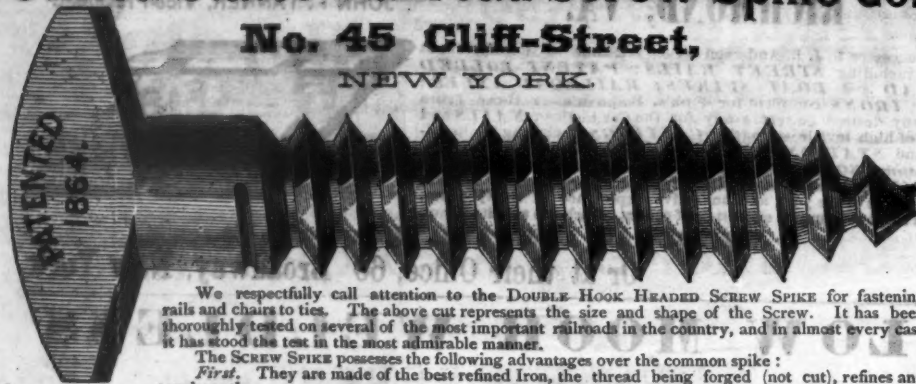
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AGENCY OF THE

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# United States Railroad Screw Spike Co.

No. 45 Cliff-Street,  
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We respectfully call attention to the DOUBLE HOOK HEADED SCREW SPIKE for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw. It has been thoroughly tested on several of the most important railroads in the country, and in almost every case it has stood the test in the most admirable manner.

The Screw SPIKE possesses the following advantages over the common spike:

*First.* They are made of the best refined iron, the thread being forged (not cut), refines and toughens them.

*Second.* The holding-power of each Screw is from four to five tons, and the side pressure, three to four tons.

In three years' experience no Screw has moved from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and loose and broken rails, and consequent spreading of the track will be obviated.

*Third.* In order to remove the rails it will only be necessary to reverse the SCREW one-quarter, and when replacing it, turn the Screw back to its original position (the same as turning a button), when the rail will be held firmly, as before. The ties will thus be saved from the injury of splits, and the numerous holes made in them by repeatedly drawing out and replacing spikes. By the use of the Screw, therefore, the durability of the ties will be greatly increased.

The saving to railway companies in ties alone, it is estimated (by experienced trackmasters) will more than pay the whole cost of the SCREW.

*Fourth.* Where the Screw is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track, and keep it in repair, thereby causing a great saving.

In corroboration of the foregoing, we could present the testimony of many of the most experienced trackmasters and engineers in the country, but deem it only necessary to refer to the following railroad companies selected from more than forty who have used these SPIKES in more or less quantities, viz:

Philadelphia & Reading, Hudson River, Philadelphia, Wilmington & Baltimore, New York & New Haven, Chicago & Rock Island, Fond Du Lac & Sheboygan, Albany Bridge Company, Quincy Bridge Company.

We are now prepared to manufacture these SCREWS in any quantity desired.

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Successor to BRIDGES & LANE,  
MANUFACTURER AND DEALER IN  
RAILROAD AND CAR  
**FINDINGS**  
AND MACHINERY  
OF EVERY DESCRIPTION,  
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RAILROAD AXLES, WHEELS AND CHAIRS,  
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CAR, SHIP AND BRIDGE BOLTS,  
IRON FORGINGS OF VARIOUS KINDS, Etc., Etc.  
STEEL AND RUBBER SPRINGS,  
LOCOMOTIVE AND HAND LANTERNS,  
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Railroad Materials, Locomotive and Car Findings,  
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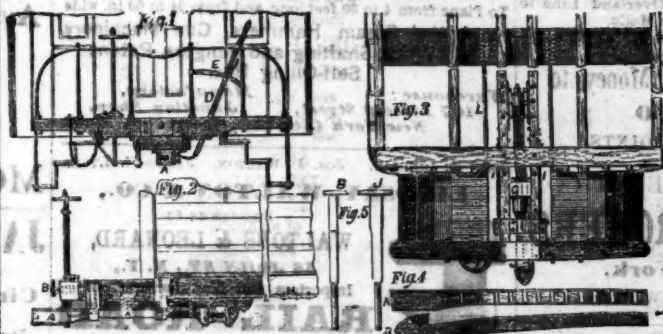
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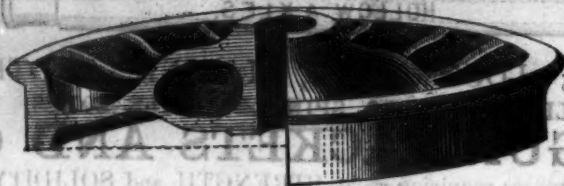
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